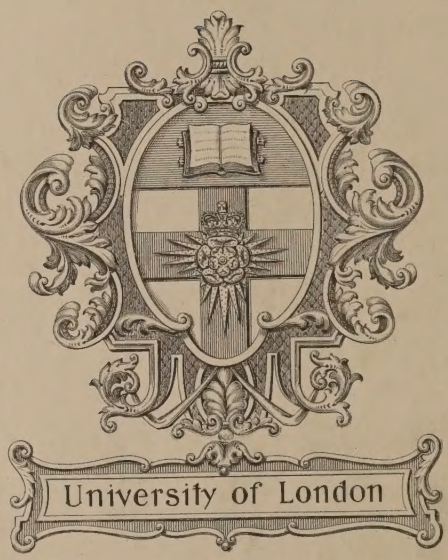
University of London

ACCOUNTS AND PAPERS:

THIRTY-FIVE VOLUMES.

—(23.)—

RAILWAYS.

BOARD OF TRADE REPORTS;
TURNPIKES; HIGHWAYS.

Session

19 *November* 1867 —— 31 *July* 1868.

VOL. LXII.

1867-8.

ACCOUNTS AND PAPERS:

1867-8.

THIRTY-FIVE VOLUMES:—CONTENTS OF THE

TWENTY-THIRD VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

RAILWAYS.

Accidents, Traffic, Working Expenditure, Capital, &c.:

Accidents, Reports on:

Amalgamations, &c.:

Capital Proposed to be Raised:

BOARD OF TRADE REPORTS:

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 14 February 1868;

"That there be laid before this House (in continuation of Parliamentary Paper, No. 516, of Session 1867):

I.

"RETURN by the Board of Trade of the Number and Nature of the Accidents and Injuries to Life and Limb which have been reported to the Board of Trade as having occurred on all the Railways open for Traffic in *England* and *Wales*, *Scotland*, and *Ireland* respectively, during the Year ended the 31st December 1867:"

II.

"RETURNS by the several Railway Companies and other Proprietors of Railways in *England* and *Wales*, *Scotland*, and *Ireland*, showing the Traffic upon their respective Railways, in Passengers and Goods, during the Year ended 31st December 1867, and setting forth the several Particulars mentioned in the annexed Form, viz.:

Length of Line Open on 31st December 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.							NUMBER OF TRAINS RUN.		
			Number of Passengers (exclusive of Holders of Season and Periodical Tickets).								Live Stock.			Minerals.						
Double.	Single.	Total.	1st Class.	2nd Class.	3rd Class, including Parliamentary.	Total Passengers.	Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.	General Merchandise.	Passenger Trains.	Goods Trains.	Total.
M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.			

NO. OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.									RECEIPTS (GROSS) FROM GOODS TRAFFIC.						
			Ordinary.			Express.		Receipts from Passengers.										Minerals.					
By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2nd Class.	3rd Class or Parliamentary.	1st Class.	2nd Class.	1st Class.	2nd Class.	3rd Class, including Parliamentary.	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	Total.	General Merchandise.	Total Receipts from Goods Traffic.	Total Receipts from all Sources of Traffic.
			d.	d.	d.	d.	d.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.

III.

"RETURNS by the several Railway Companies and other Proprietors of Railways in *England* and *Wales*, *Scotland*, and *Ireland*, of their respective Working Expenditure during the Year ended 31st December 1867, showing the Length of Line open at that Period, and divided under the following Heads, viz.:—

Maintenance and Renewal of Way and Works;
Locomotive Power (including Stationary Engines);
Repairs and Renewals of Carriages and Waggons;
Traffic Charges (Coaching and Merchandise);
Rates and Taxes;
Government Duty;
Compensation for Personal Injury, &c.;
Compensation for Damage and Loss of Goods;
Legal and Parliamentary Expenses;
Miscellaneous Working Expenditure, not included in the foregoing;
Total Working Expenditure:"

"And, of the whole of the Rolling Stock of the several Railway Companies, and other Proprietors of Railways, divided under the following Heads, viz.:—

Locomotives;
Carriages used for the Conveyance of Passengers only;
Other Vehicles attached to Passenger Trains;
Waggons of all Kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise;
Any other Carriages or Waggons used on the Railway not included in the preceding Columns;
Total of the Five preceding Columns:"

IV.

"RETURNS by the several Railway Companies of their Authorised Share and Loan Capital, and of the Sums received in respect of their Ordinary Capital and Preferential Capital, and Debenture Stock or Funded Debt, on the 31st day of December 1867, specifying the Rate per Cent. of the Dividends for the Year 1867 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1867, classified according to the several Rates per Cent. of Interest; and the Capital authorised, and Capital paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to or Worked by the Subscribing Company, or are Independent:"

"And, of any Amalgamation, Working Arrangement, or Sale or Lease of their Undertaking, carried into effect by them during the Year 1867, under the Authority of an Act of Parliament."

Board of Trade, 1868. T. H. FARRER.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed*,
28 *July* 1868.

TABLE OF CONTENTS.

PART I.

ACCIDENTS.

RETURN by the Board of Trade of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England* and *Wales, Scotland,* and *Ireland* respectively, during the Year ended the 31st day of December 1867.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England* and *Wales Scotland*, and *Ireland*, respectively, from the 1st of January to the 31st of December 1867.

ENGLAND AND WALES.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 20 April -	Birkenhead Joint -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser crushed to death between buffers of trucks at Canning-street, Birkenhead.
17 Jan. -	Blyth and Tyne -	–	8	–	–	–	–	–	–	–	–	–	–	–	–	Collision between a passenger train and an engine at the Backworth Station, the rails being slippery from frost and snow. Eight passengers injured.
19 Jan. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Fireman, whilst incautiously standing on the tender, killed by his head coming in contact with a bridge near Backworth Station.
15 Mar. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed at Blyth Station.
9 April -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed, between Blyth and Newsham.
24 April -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed in attempting to jump upon a train of waggons in motion at Hartley.
27 April -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Stoker fell from a train in motion near Percy Main, and died some days afterwards from the effects of the injuries he received.
5 Jan. -	Brecon and Merthyr Tydfil Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Collision between two mineral trains near Bargoed Station, from breaks not acting in consequence of snow drifts on the rails. No person injured.
6 July -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Moorhaughton Station, on the Hereford, Hay, and Brecon Section.
14 Nov. -	- ditto - - -	–	2	–	–	–	–	–	–	–	–	–	–	–	–	Collision between a passenger train and some waggons that had run out of a siding near Torparten Tunnel. Two passengers injured.
23 Dec. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer on Bargoed Branch fell from an engine in motion, and was killed.
13 Feb. -	Bristol and Exeter -	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	* Suicide. A man placed himself in front of an approaching train, and was run over and killed.
13 Mar. -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Collision. A goods train from Exeter ran past the danger signal at Yatton Station, and came into collision with a goods train which was shunting. Driver of the former slightly injured.
3 April -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	* Suicide. A woman placed herself in front of a train near Bridgewater, and was run over and killed.
12 June -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Packer in service of the Company run over and killed whilst imprudently lying on the rails.
17 July -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Carrier incautiously loading timber in goods yard, Bristol, caught between buffers of trucks and killed
22 July -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	An acting guard of a passenger train came in contact with a bridge and was killed whilst incautiously travelling along footboards of a train in motion near Watchet Junction.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 20 Aug. -	Bristol and Exeter—*continued.*	–	–	–	–	–	–	–	–	–	–	1		–	–	Trespasser run over and killed near Highbridge Station.
13 Sept. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Luggage on top of a passenger carriage in an express train caught fire when between Exeter and Taunton. No person injured.
26 Sept. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter in service of Company's agent run over and severely injured at Wellington Station whilst incautiously shunting goods trucks on the 26th September. Died some days afterwards.
23 Dec. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Two passenger trains came into slight collision at the Taunton Station. No person injured.
20 May -	Cockermouth, Keswick, and Penrith.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser struck by a train, and killed.
16 Oct. -	Furness - - -	–	–	–	–	1	1	–	–	–	–	–	–	–	–	A down passenger train got off the rails near the Cark Station and ran across the up-line. Driver killed and fireman injured. An up-passenger train afterwards came into collision with the passenger carriages of the down train. No one injured by the collision.
14 Aug. -	Great Eastern - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	Collision. Passenger train entering the Manningtree Station struck the end of a carriage in another passenger train, which was not sufficiently shunted off from the main line into a siding at the Station. One passenger injured.
4 Feb. -	Great Northern -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Spring of a tender in a passenger train near Grantham Station broke, causing the tender to leave the rails. No person injured.
27 Feb. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Luggage on top of a carriage in an express train caught fire when near Newark. No person injured.
23 Mar. -	- ditto - - -	–	6	–	–	–	–	–	–	–	–	–	–	–	–	Collision between a passenger train and a preceding goods train near Tuxford Station. Six passengers injured.
7 April -	- ditto - - -	–	8	–	–	–	2	–	–	–	–	–	–	–	–	Collision between the 9.15 p.m. down express passenger train and a single engine at Hatfield Station. Eight passengers injured. The second guard of the express and the driver of the empty engine were also injured.
25 April -	- ditto - - -	–	–	–	–	–	2	–	–	–	–	–	–	–	–	Collision near Barkstone Junction between a goods train and a train of empty horse boxes. Two guards of the latter injured.
26 April -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Luggage on top of a carriage of a passenger train caught fire when the train was near Doncaster. No person injured.
7 May -	- ditto - - -	–	6	–	–	–	–	–	–	–	–	–	–	–	–	Collision. A passenger train was brought to a stand in a curve about 150 yards west of Hertford Station, in order that a carriage door, which was not fastened, and which had come in contact with the abutment of an overbridge, should be closed, and was run into by a following goods train. About six passengers slightly injured.
Sept. 21 -	- ditto - - -	–	–	–	–	–	–	–	–	3	–	–	–	–	–	Three children run over and killed by a passenger train at a public foot-crossing near Colney Hatch Station.
5 Nov. -	- ditto - - -	–	9	–	–	–	1	–	–	–	–	–	–	–	–	Collision between a down passenger train and a goods train, which had improperly been run through points at the Welwyn Junction on to the wrong line. Nine passengers and a guard injured.
14 Nov. -	- ditto - - -	–	1	–	–	–	2	–	–	–	–	–	–	–	–	Collision. Down express passenger train overtook and ran into a train of empty waggons at Knottingley Station during a thick fog. One passenger, the guard of the passenger train, and the guard of the waggon train slightly injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 16 Nov.	Great Northern—*continued.*	–	3	–	–	–	–	–	–	–	–	–	–	–	–	Two carriages and a break-van got off the line at Seven Sisters'. Three passengers slightly injured.
21 Nov.	ditto	–	7	–	–	–	3	–	–	–	–	–	–	–	–	Collision between a passenger train and a pilot engine at Peterborough Station. Seven passengers slightly injured. The driver and fireman of the passenger train and the fireman of the pilot engine also slightly injured.
7 Mar.	Great Western	–	13	–	–	–	–	–	–	–	–	–	–	–	–	Collision near the Hammersmith Junction between a down passenger train from Paddington and a Metropolitan passenger train from Bishop's Road. Thirteen passengers slightly injured.
7 May	ditto	–	5	–	–	–	2	–	–	–	–	–	–	–	–	Passenger train got off the rails at Highley, on Severn Valley section of Great Western Railway. Five passengers slightly injured. Guard and fireman also injured.
2 June	ditto	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger killed in attempting to enter a train in motion at Ealing Station.
20 June	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Engine and tender of a passenger train got off the rails at Bridgenorth. No person injured.
26 July	ditto	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger run over and killed whilst incautiously crossing the line at Port Talbot Station, on the South Wales section.
11 Nov.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Smethwick Junction between a Great Western passenger train and a London and North Western passenger train. No person injured.
22 Nov.	ditto	–	3	–	–	–	1	–	–	–	–	–	–	–	–	Collision near Ruabon between a passenger train and a coal train. Three passengers and guard of passenger train injured.
30 Nov.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Thirty trucks of a goods train got off the rails whilst passing over a viaduct on the Vale of Neath section. No person injured.
16 Dec.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Tyre of a wheel of a passenger carriage broke when travelling between Swindon and Chippenham, No person injured.
7 Mar.	Lancashire and Yorkshire.	1	22	–	–	1	–	–	–	–	–	–	–	–	–	Collision between two passenger trains on the same line of rails in the Bowling Tunnel, near Bradford, in consequence of the engine of the first that entered the tunnel having broken down. One engine driver killed. One passenger killed. Five passengers had limbs fractured, and seventeen others were less seriously injured.
8 July	ditto	–	8	–	–	–	–	–	–	–	–	–	–	–	–	Collision at the Victoria Station, Manchester, between a passenger train and a waggon. Eight passengers slightly cut and bruised.
19 Sept.	ditto	–	3	–	–	–	–	–	–	–	–	–	–	–	–	Passenger train got off rails near Croston, on East Lancashire section. Three passengers injured.
9 Oct.	ditto	–	5	–	–	–	1	–	–	–	–	–	–	–	–	Collision between a passenger train and a goods train near Bacup Station. Five passengers shaken or bruised. Guard of passenger train injured.
18 June	Llanelly Railway and Dock.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Boy, aged eleven years, crushed to death between two trucks whilst trespassing, at Swansea.
8 Nov.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer killed, from falling from a ballast truck at Loughor Common Station.
4 Jan.	London and North Western	–	20	–	–	–	–	–	–	–	–	–	–	–	–	Wheel tyre of a van in a passenger train broke (the weather being frosty at the time) at Southwaite, throwing eight vehicles off the rails. Twenty passengers shaken.
5 Jan.	ditto	–	1	–	–	–	–	–	–	–	–	–	–	–	–	Slight collision near Aber Station, on the Chester and Holyhead Line, between two passenger trains. One passenger complained of being shaken.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	
1867: 23 Jan. -	London and North Western—*continued.*	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Slight collision at the Preston Station between a passenger train and a coal train. No person injured.
26 Feb. -	- ditto - -	–	–	–	–	2	–	–	–	–	–	–	–	–	–	Collision. Part of a down goods train, in which there was a van with 4,000 lbs. of gunpowder, got off the rails near Carlisle, owing to the breaking of a waggon spring, and fouled the other line. Immediately afterwards an up goods train approached, and coming into violent collision, caused a terrific explosion, resulting in the death of the driver and fireman.
6 March -	- ditto - - -	–	6	–	–	–	1	–	–	–	–	–	–	–	–	Express passenger train got off the rails whilst passing through the Watford Tunnel; accident caused by a broken rail. Six passengers and one servant of the Company injured.
29 June -	- ditto - - -	8	70	–	–	–	3	–	–	–	–	–	–	–	–	Collision between a passenger train and a goods train at the Walton Junction, near Warrington Station. Eight passengers killed, and about seventy injured: engine driver, fireman, and second guard of the passenger train also injured.
5 July -	- ditto - - -	–	14	–	–	–	2	–	–	–	–	–	–	–	–	Coupling between tender and break van of the down limited mail train parted when near Wolverton. Collision took place afterwards between the two parts of the train, in consequence of the driver pulling up too suddenly. Fourteen passengers and two guards injured.
16 Oct. -	- ditto - - -	–	6	–	–	–	–	–	–	–	–	–	–	–	–	Collision between a passenger train and a single engine, which stood partly on the main line and partly on a siding at Copley Hill Yard. Six passengers slightly injured.
6 Nov. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Some carriages of a passenger train got off the rails as the train was backing at the Winwick Junction. No person injured.
16 Nov. -	- ditto - - -	1	8	–	–	–	3	–	–	–	–	–	–	–	–	Collision at Sedgley Junction near Dudley Port between a Great Western passenger train and a London and North Western goods train. One passenger killed, eight passengers, engine man, fireman, and guard of the passenger train injured.
3 Dec. -	- ditto - - -	–	–	–	–	–	–	–	–	2	2	–	–	–	–	Goods train at the public level crossing at Rainhill Station near Liverpool struck a horse and cart, and a horse and waggonette, which were crossing at the time. The pointsman at the crossing and the driver of the waggonette were killed, and a gentleman and his sister riding in the waggonette were slightly injured; both horses were killed.
14 Dec. -	- ditto - - -	–	20	–	–	–	2	–	–	–	–	–	–	–	–	Passenger train ran into a goods siding at Wigan, and came into collision with an engine. Twenty passengers and driver and fireman of the passenger train injured.
21 Dec. -	- ditto - - -	–	3	–	–	–	1	–	–	–	–	–	–	–	–	Collision at Bletchley between a passenger train and a cattle train. Three passengers and guard of passenger train injured; 118 sheep were killed.
28 Dec. -	- ditto - - -	–	4	–	–	–	1	–	–	–	–	–	–	–	–	A North Staffordshire passenger train ran into a siding at Norton Bridge Station, and came into violent collision with stop buffers. Four passengers and a breaks man injured.
1 Jan. -	London and South Western.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Porter at Tongham Station caught between buffers of waggons, and seriously injured.
16 Jan. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed between Putney and Barnes.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.	
1867: 17 Jan. -	London and South Western—*continued.*	–	10	–	–	–	–	–	–	–	–	–	–	–	–	Collision on the Alton and Farnham Branch, near Guildford, between a passenger train belonging to the London and South Western Railway Company and a passenger train belonging to the South Eastern Railway Company. Ten passengers injured.
23 Jan. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Inspector of permanent way run over and killed in the Gillingham Tunnel by the 11.40 a.m. down passenger train.
5 Mar. -	- ditto - - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	A female (supposed to be an intending passenger) fell from the platform at the Brentford Station whilst incautiously running along, and was killed.
8 Mar. -	- ditto - - -	–	4	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Queen-street Station, Exeter, between two passenger trains. Four passengers bruised.
23 Mar. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Redbridge Station.
5 April -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter at Winchfield Station run over and killed whilst incautiously shunting waggons.
2 May -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Mason in service of the Company run over and killed whilst incautiously walking on the Exeter Extension Line.
6 May -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	*Trespasser (suicide) run over and killed near Winchester Junction.
22 June -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Travelling porter fell out of his van between Putney and Barnes Station, and was run over and killed.
14 July -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Porter at Clapham Junction Station run over from his own want of caution. Arm cut off, and other injuries about the head.
14 July -	- ditto - - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger attempting to get into a train in motion at Putney Station fell under the wheels, and was killed.
2 Aug. -	- ditto - - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	Passenger, from his own want of caution, fell out of a train near Brookwood Station, and was severely injured.
2 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	2	–	–	–	Two trespassers run over and killed near Hampton Court Junction.
13 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser (a child) run over and killed at Kew Junction.
28 Aug. -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Porter at Bishopstoke Station had his leg crushed by wheels in attempting to get upon an engine in motion.
28 Aug. -	- ditto - - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	Passenger (a discharged soldier) from his own want of caution, fell out of a train between Micheldever and Basingstoke Stations, and was injured on the head.
4 Sept. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Goods' guard run over and killed at Willesden Junction siding from his own want of caution.
4 Sept. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Luggage weigher fell from step of a carriage in motion at Waterloo Station, and was so severely injured that death ensued.
12 Sept. -	- ditto - - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	Collision between an express passenger train and a sheep train at the Wilton Station. One passenger injured.
2 Oct. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	Porter in the service of the Brighton Railway Company placed his head on the rail in front of an approaching train near Clapham Junction. The guard iron inflicted a severe wound on his head, but pushed him clear of the rail.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 13 Oct.	London and South Western—*continued.*	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	* Suicide. A man placed himself in front of an approaching train near Putney and was killed.
29 Oct.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Shunter run over whilst incautiously shunting a goods train at Nine Elms. Both legs amputated.
15 Nov.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Up passenger train from Crediton to Exeter, ran off the line at the St. Cyres Station, owing to the points having been set wrong. No person injured.
16 Nov.	ditto	–	–	–	–	–	–	–	–	–	–	–	1	–	–	Trespasser run over and severely injured at Southampton.
19 Nov.	ditto	–	–	–	1	–	–	–	–	–	–	–	–	–	–	Passenger severely injured by jumping from a train in motion between Weymouth and Portland.
19 Dec.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed between North Tawton and Bow Stations.
26 Dec.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Carriage cleaner, at Waterloo Station, incautiously stepping along a train in motion fell, and had his legs crushed by the wheels.
5 Jan.	London, Brighton, and South Coast.	–	–	–	–	1	–	–	–	–	–	–	–	–	–	Goods engine got on the wrong line at New Cross, owing to the points being frozen, and ran over and killed a switchman.
8 Jan.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Norwood Junction.
14 Feb.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Run over and killed whilst trespassing on the line between Steyning and Henfield.
16 Mar.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Guard of a goods train incautiously jumped from one of the waggons whilst the train was in motion at Norwood Junction, and was killed.
25 Mar.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Fireman knocked down and killed by an engine whilst incautiously crossing the line at Battersea Park.
6 April	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Fireman of a goods train at Three Bridges got his leg crushed by a wheel of the engine through his own want of caution.
12 April	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Labourer, in Company's service, run over and killed whilst incautiously crossing the line near the Norwood Junction Station.
18 April	ditto	–	–	–	–	–	–	–	–	–	–	–	–	1	–	Son of station clerk at Balcombe run over and killed whilst incautiously crossing the Railway.
21 April	ditto	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	* Trespasser (suicide) placed himself in front of an approaching train and was run over and killed.
28 April	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Glynde.
4 May	ditto	–	6	–	–	–	1	–	–	–	–	–	–	–	–	Collision at Ford Station between a passenger train and a train of empty carriages. Six passengers and the guard of the passenger train injured.
5 May	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Collision at the Waddon Station between two parts of a goods train which had become separated. No person injured.
7 May	ditto	–	20	–	–	–	–	–	–	–	–	–	–	–	–	Collision. Passenger train entering London Bridge Station at too high a rate of speed came into violent collision with the buffer stops. Twenty passengers injured.
7 May	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer run over and killed near the Crystal Palace Station from his own want of caution.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 20 May -	London, Brighton, and South Coast—*continued.*	–	–	1	–	–	–	–	–	–	–	–	–	–	–	A second-class passenger jumped from a train whilst passing through the Clayton Tunnel and was killed.
30 May -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Servant of Company (a sheeter) crushed to death between waggons, at the Bricklayers' Arms Goods Station, whilst incautiously fastening a sheet on a waggon.
4 June -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	*Suicide. A man laid himself down on the rails near West Croydon, and was run over and killed.
6 June -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Fitter in the service of the London, Chatham, and Dover Railway Company run over and killed, whilst incautiously crossing the Brighton line near Stewart's Lane Junction.
28 June -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	A ganger on the Tonbridge Wells Line, near Forest Row, having incautiously got upon the top of the guard's van in a ballast train, came into contact with a telegraph wire, and being thrown on to the line, was run over and killed.
29 June -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	A sheeter in service of company, incautiously folding sheets on the line, was run over. Died shortly afterwards.
8 July -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Carriage cleaner at New Cross run over, whilst incautiously standing on line. Right foot cut off.
25 July -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Goods fireman fell from a goods train whilst sanding the rails in the tunnel south of Hayward's Heath, and was killed.
26 July -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer run over and killed whilst incautionsly working on the line near the Caterham Junction.
4 Oct. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Engine driver, whilst shunting goods trucks at Battersea, fell from his engine, and was run over and killed.
5 Oct. -	- ditto - - -	–	2	–	–	–	–	–	–	–	–	–	–	–	–	Passenger train ran into wrong line at Victoria Station, from points being wrong. Some of the carriages got off the rails. Two passengers slightly injured.
8 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Goods guard killed in jumping from a train in motion at Horsham Station.
3 Dec. -	- ditto - - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Female passenger struck by a train and killed, whilst incautiously crossing the line from one platform to the other, at Streatham Common Station.
18 Dec. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	A woman (a vendor of flowers) found dead on the line at the Sydenham Station. Cause of accident not exactly known.
27 Dec. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Peckham Station.
11 June -	London, Brighton, and South Coast, and London and South Western Railway Companies' Joint Lines.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer incautiously working at the Portsmouth Joint Station was run over and killed.
10 July -	London, Chatham, and Dover.	–	14	–	–	–	–	–	–	–	–	–	–	–	–	Three of the last carriages of a down passenger train got off the rails at facing points at Battersea Pier Junction. Fourteen passengers injured.
12 June -	Manchester, Sheffield, and Lincolnshire.	–	30	–	–	1	2	–	–	–	–	–	–	–	–	Collision at the Oughty Bridge Station between an excursion train and a goods train. The driver of the goods train was killed, and the fireman slightly hurt. The driver of the excursion train was also injured. Thirty passengers have complained of injuries.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 7 Jan. -	Manchester South Junction and Altrincham.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Station master at Altrincham run over and killed whilst incautiously standing on the line giving directions to shunt a goods train.
2 Sept. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Goods porter run over and killed whilst incautiously walking on the line at London Road Junction.
7 Dec. -	Maryport and Carlisle.	–	8	–	–	–	–	–	–	–	–	–	–	–	–	Collision between two mineral trains at Rosegill Colliery, causing injury to eight pitmen and women employed in the colliery, who were being conveyed in the van of one of the trains as passengers.
5 Jan. -	Metropolitan - -	–	16	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Farringdon Street Station between two up-passenger trains. Sixteen passengers injured.
27 June -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Two carriages of a passenger train got off the rails at junction with Great Northern Railway at King's Cross. No person injured.
24 April -	Midland - - -	–	5	–	–	1	2	–	–	–	–	–	–	–	–	Express passenger train got off the rails at Briggs Siding near Methley Station. Driver killed, and fireman's arm so seriously injured as to require amputation; the guard in the leading van and five passengers also injured.
23 Aug. -	- ditto - - -	–	8	–	–	–	–	–	–	–	–	–	–	–	–	Part of an express passenger train thrown off the line near Eckington Station by coming in contact with a bullock which had strayed upon the line. Eight passengers injured.
9 Sept. -	- ditto - - -	5	5	–	–	–	3	–	–	–	–	–	–	–	–	Double collision. Collision between a cattle train drawn by two engines, and a ballast train in the Doves Hole Tunnel on the Rousley and Buxton Extension, causing the death of a child who had been permitted to ride in the break van of the ballast train, having missed her passage by a previous passenger train. Three ballastmen received slight injuries. The shock disconnected and threw the two engines of the cattle train off the rails, and the remaining part of the train running back down the incline with great velocity came into violent collision with an express passenger train at New Mills Station, causing death to four cattle drovers, passengers in the cattle train, and injuries to five other drovers.
11 Nov. -	- ditto - - -	–	8	–	–	2	2	–	–	–	–	–	–	–	–	Collision at Swinderby Station between a passenger train and a coal train. The driver and fireman of the passenger train were killed. The head guard of the passenger train and the driver of the coal train were rather seriously injured. Eight passengers were also injured.
9 Dec. -	Mid Wales - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer run over and killed, from his own want of caution.
17 April -	Monmouthshire -	–	–	–	–	–	–	–	2	–	–	–	–	–	–	Two labourers on the line severely injured from the upsetting of a lorry, in which they were riding, near Aberbeg, contrary to orders.
18 April -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–		Fireman of a mineral train run over and killed whilst incautiously standing on the line at Cwmbran.
20 July -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Fireman fell from his engine whilst in motion near Abercarne, and dislocated his shoulder.
13 Oct. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	Trespasser knocked down by an engine, near Risca. Arm crushed and afterwards amputated.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 23 Oct. -	Monmouthshire—*continued.*	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed between Blaina and Abertillery.
31 Dec. -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Messenger in Company's service run over whilst incautiously walking on the railway at "Jack's Pill" level crossing Newport. Leg broken.
14 Feb. -	North Eastern -	–	10	–	–	–	–	–	–	–	–	–	–	–	–	Collision near Murton Junction on the Durham and Sunderland Branch, between a passenger train and some waggons. Ten passengers slightly injured.
15 Feb. -	- ditto - - -	–	10	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Newton-le-Willows on the Leyburn Branch single line, between two passenger trains approaching from different directions. Ten passengers injured.
9 April -	- ditto - - -	–	2	–	–	–	–	–	–	–	–	–	–	–	–	Collision on the curve line outside of the York Station between the up mail train and some waggons which had been improperly shunted on to the main line by the shunter. Two passengers very slightly injured.
18 April -	- ditto - - -	–	2	–	–	–	–	–	–	–	–	–	–	–	–	Collision between a passenger train and a preceding goods train in a tunnel at North Shields. Two or three passengers injured.
27 April -	- ditto - - -	–	2	–	–	–	–	–	–	–	–	–	–	–	–	Collision on the Tynemouth Branch between a passenger train and a life-boat, which was being conveyed on, and which overhung a goods train too far. Two passengers injured.
30 May -	- ditto - - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	Wheel of a Great Western goods waggon in a down goods train came off near the Aycliffe Station, and ran on to the up line in front of the up mail train; the engine and the whole of the passenger carriages were thrown off the rails by the waggon wheel. One passenger injured.
16 July -	- ditto - - -	–	8	–	–	–	1	–	–	–	–	–	–	–	–	Great Northern Railway Company's, 9.15 p.m. express, from King's Cross, came into collision at Bolton Percy Station with a goods train belonging to the North Eastern Railway Company. Eight passengers and guard of the passenger train injured.
17 Aug. -	- ditto - - -	–	3	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Flaxton Station on the York and Scarborough section, between a passenger train and an empty coal train. Three passengers very slightly injured.
24 Aug. -	- ditto - - -	–	4	–	–	–	–	–	–	–	–	–	–	–	–	Collision. Up mail train from Newcastle to York ran into a goods train which was shunting at Thirsk Station. Four passengers shaken.
3 Oct. -	- ditto - -	–	2	–	–	–	1	–	–	–	–	–	–	–	–	Collision at Redcar Station (on the Darlington section) between a passenger train and some trucks. Two passengers and a guard injured.
24 Oct. -	- ditto - - -	–	20	–	–	–	–	–	–	–	–	–	–	–	–	Collision at a crossing near the Tyne Dock Station, South Shields, between the 6.10 p.m. passenger train from Newcastle and the engine of a coal train which was standing on the line. About 20 passengers injured.
23 Nov. -	- ditto - - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	Passenger (a woman) broke her leg in getting out of a train which had partly ran past the platform at Shipton. She had been warned by a porter not to alight until the train had backed to the platform.
4 Dec. -	- ditto - - -	–	7	–	–	–	2	–	–	–	–	–	–	–	–	Collision at Hessle Road Junction, near Hull, between a passenger train and a goods train. Seven passengers and the guard of the passenger train injured. The driver of the goods train had his jaw broken in two places.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 16 Dec. -	North Eastern—*contd.*	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger run over and killed in attempting to get into a train in motion at Stockton-upon-Tees.
17 July -	North London -	–	–	–	–	2	–	–	–	–	–	–	–	–	–	Collision between a goods train and a ballast train at Old Ford Station. Two workmen killed.
6 Nov. -	- ditto - - -	–	12	–	–	–	1	–	–	–	–	–	–	–	–	Collision between a disabled passenger train and a following passenger train on the line between Dalston Junction and Hackney Station. Twelve passengers injured. Driver of the following train broke his leg by jumping from his engine prior to the collision.
25 Jan. -	North Staffordshire -	–	6	–	–	–	–	–	–	–	–	–	–	–	–	Collision at North Road Junction between a passenger train and some trucks laden with limestone which had got out of a siding. Six passengers injured.
3 Aug. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Clerk in Locomotive Department fell from an engine tender on which he was improperly riding near Leigh Station and was killed.
3 Aug. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Engine fitter attempting to get upon a train in motion at Radway Green Station fell, and was so severely injured that death ensued.
16 Mar. -	North Union - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	An intending passenger attempting (without a ticket) to get into a train in motion at the Farrington Station fell between the carriages and the platform and was killed.
12 April -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter at the Preston Goods Yard run over and killed whilst incautiously uncoupling waggons.
16 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Tender and guard's van of the down limited mail train got off the rails near Preston Station, in consequence of points being jammed by a fish plate, which had been accidently thrown between them. No person injured.
19 Dec. -	Potteries, Shrewsbury, and North Wales.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Goods guard run over and killed whilst incautiously shunting at Nant Mawr.
10 Aug. -	Preston and Longridge	–	75	–	–	–	2	–	–	–	–	–	–	–	–	Collision between an excursion train and a following passenger train at the Fulwood Station. About 75 passengers injured, but none very seriously. Driver and guard of one of the trains also injured.
29 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed at Grimsargh, near Longridge.
23 Oct. -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Pointsman at Deepdale Junction standing too near a passing engine was struck by it, and had one or two ribs broken.
8 Jan. -	Preston and Wyre -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer fell from a ballast waggon in motion and was killed.
13 July -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Kirkham.
30 Sept. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter at Poulton Station getting off a train in motion, fell and was killed.
8 Feb. -	Shrewsbury and Hereford - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter at Barr's Court Yard, Hereford, fell from a waggon in motion and was run over and killed.
19 Oct. -	- ditto - - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	Boy run over and killed at the level crossing near the Hereford Station.
1 Nov. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and was killed at Barr's Court Station, Hereford.
24 Aug. -	Shrewsbury and Wellington Joint.	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Female passenger run over and killed whilst incautiously crossing the railway at Upton Magna Station.
26 Dec. -	- ditto - - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger run over and killed whilst incautiously crossing at the Wellington Station.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 4 May -	Shrewsbury and Welshpool Joint.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Servant of company crushed to death between buffers of waggon in Pontesbury Station Yard, from his own want of caution.
16 May -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Labourer on permanent way run over and killed, near Westbury Station, from his own want of caution.
30 June -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Shrewsbury.
5 May -	Sirhowy Railway -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter, in jumping from a van in motion at Tredegar Junction, was run over and killed.
28 Dec. -	South Devon - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Ivy Bridge between a passenger train and an engine with four trucks attached to it. No person injured.
10 Jan. -	South Eastern - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer run over and killed near Redhill Station from his own want of caution.
6 Mar. -	- ditto - - -	–	–	–	–	–	1	–	–	–	–	–	–	–	–	A night shunter at Redhill, shunting trucks, fell under the wheels in consequence of the brake lever breaking in two. Arm had to be amputated.
12 Mar. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	1	Fly man who meets trains at Gomshall Station had his foot crushed by wheels as he was attempting to cross the line. Foot amputated.
20 Mar. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed between London Bridge and Spa Road Stations.
26 Mar. -	- ditto - - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger in the custody of the police run over and killed whilst endeavouring to make his escape at the Woolwich Arsenal Station.
4 April -	- ditto - - -	–	8	–	–	–	1	–	–	–	–	–	–	–	–	Passenger train entering the Greenwich Station at too great speed, came into violent collision with the buffer stops. Eight passengers and the second guard injured.
6 April -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Spa Road Station.
15 April -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Fireman jumping from an engine (on which he was travelling, but not on duty) on the Greenwich Line, and falling under the train had one leg cut off and the other much injured.
2 May -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer run over and killed near the Spa Road Station from his own want of caution.
2 May -	- ditto - - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	Passenger, nearly blind, incautiously walking along the platform at the Eltham Station, fell between the platform and the carriages and had one arm crushed by the wheels.
8 May -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Goods porter in company's service run over and killed whilst incautiously crossing the line at Folkestone Junction Station.
10 May -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Labourer fell from ballast train in motion near Redhill. Both legs had to be amputated.
11 May -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser. A little girl crushed between trucks in the carriage dock, Reading Station.
29 May -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter at Wye Station, attempting to get upon a train in motion, fell between the train and the platform and was killed.
8 June -	- ditto - - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger killed in attempting to enter a train in motion at London Bridge.
12 June -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Fireman of train starting from Ticehurst Road Station fell from the tender and had his leg broken by a wheel passing over it.
16 June -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Fireman of goods train came in contact with a bridge near Ashford, whilst incautiously standing on the top of his tender, and was killed.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 29 June -	South Eastern—*cont*[d].	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Porter incautiously walking on the line near Wateringbury Station, struck by a train and injured on the head.
9 July -	- ditto - - -	–	–	–	–	–	1	–	–	–	–	–	–	–	–	Goods train came into collision with a trolly near Strood Station, injuring in the back an inspector in service of the Company who was riding on the trolly.
11 July -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed by an up Addiscombe train.
29 July -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over near New Cross Station. Died a few days after the accident occurred.
10 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Spa Road Station.
13 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed between Marden and Paddock Wood Stations.
19 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	Run over and killed at Radnor public level crossing of Folkestone Harbour Branch.
25 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed in the tunnel between Blackheath and Charlton Stations.
27 Aug. -	- ditto - - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	Passenger severely injured from incautiously getting out of a train in motion at Eltham Station.
28 Aug. -	- ditto - - -	–	–	–	–	1	–	–	–	–	–	–	–	–	–	Timber measurer in the service of Company engaged in measuring timber on trucks at Mercer's Crossing near Bricklayers' Arms Station, was thrown under the wheels and killed, in consequence of some carriages being shunted against the trucks.
30 Aug. -	- ditto - - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	Run over and killed at an occupation level crossing near Woodnesboro' Gate.
7 Oct. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Part of mail train from Dover to London got off rails between Pluckley and Headcorn. No person injured.
15 Oct. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer struck by an engine and killed, whilst incautiously crossing the line near London Bridge.
21 Oct. -	- ditto - - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger incautiously getting out of a train in motion at the Greenwich Station, fell between platform and the train, and was killed.
14 Nov. -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Carpenter in Company's service attempting to get upon an engine in motion at Chislehurst Station fell, and had his foot so severely injured by the wheels as to require amputation.
29 Nov. -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Breaksman, through his own want of caution, had his leg crushed between trucks near Chislehurst Station. Leg afterwards amputated.
26 Dec. -	- ditto - - -	–	7	–	–	–	3	–	–	–	–	–	–	–	–	Collision between a passenger train of the South Eastern Railway Company and a London and South Western passenger train at the Cannon Street Station. Seven passengers and three servants slightly injured.
27 Dec. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer run over and killed whilst incautiously walking on the line near the Spa Road Station.
30 Dec. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Engine cleaner at Bricklayers' Arms Station killed, from being crushed between two engines, through his own want of caution.
1 Oct. -	Swansea Vale - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Labourer in service of the Company run over and killed, whilst incautiously crossing the line at Swansea.
10 Feb. -	West Cornwall -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed on St. Erth Bank.
	TOTAL for England and Wales - -	15	578	13	6	12	51	50	19	8	2	39	3	1	1	

SCOTLAND.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres-passers.		Miscel-laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 2 Jan.	Caledonian	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Breaksman run over and killed whilst incautiously shunting goods train at Perth.
3 Jan.	ditto	–	–	–	–	1	–	–	–	–	–	–	–	–	–	Guard of a passenger train in attempting to remove a man who was riding on the step of a carriage, as the train was leaving Bridge Street Station, Glasgow, fell under the train, and was killed.
8 Jan.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser crushed to death between waggons whilst picking up coals on the Railway at Montrose Dock.
13 Jan.	ditto	–	–	–	–	–	–	3	3	–	–	–	–	–	–	Collision during a heavy snow storm between two single engines, from meeting on the same line of rails, between Stonehaven and Muchall's Stations, the other line being blocked. Engine driver, fireman, and a platelayer killed. Engine driver, fireman, and an inspector injured.
20 Jan.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Mineral engine driver in the service of the Company run over and killed whilst incautiously walking on the line towards his home.
26 Jan.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser struck by a train and killed near the Cove Station.
26 Jan.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Axle of a waggon in a goods train from Perth broke when about a mile and a half from Stirling, causing the train to swerve across the down line. No person injured. A collision took place immediately afterwards, by a down passenger train running into the goods train. No person injured.
6 Feb.	ditto	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger recklessly attempting to get from one side of the Forfar Station to the other, over the buffers of a goods train which was moving off, fell, and was killed.
11 Feb.	ditto	–	2	–	–	–	–	–	2	–	–	–	–	–	–	The 12.40 p.m. passenger train from Perth to Aberdeen left the rails and ran across the up line near Cove Station. Two passengers, and the driver, and guard slightly injured. The 4.15 p.m. passenger train from Aberdeen coming up at the time, came slightly into collision with the carriages of the other train. No person injured.
5 Mar.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed, near Milnwood Junction.
13 Mar.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer run over and killed by a train from Stranraer, whilst incautiously walking on the line near the 11¼ mile-post from Castle Douglas.
22 Mar.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Signalman at Dunblane Tunnel run over and killed, whilst incautiously crossing the line.
3 April	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near the Blackford Station.
29 April	ditto	–	–	1	–	–	–	2	–	–	–	–	–	–	–	Axle of a waggon in a cattle train broke, causing part of the train to fall over a bridge into the Carron Stream near Larbert, on the Scottish Central Section. Conductor, breaksman, and a drover injured, but not severely.
1 May	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Surfaceman in service of Company run over and killed whilst incautiously working on the line at Motherwell.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 2 May -	Caledonian—*continued*	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Yardsman incautiously uncoupling waggons in goods depôt, Glasgow, fell, and was run over and killed.
22 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Blairgowrie run over and killed whilst incautiously uncoupling carriages.
3 June -	- ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	A showman's van placed on a truck in a passenger train came in contact with the arch of a bridge close to the Uddingston Station. The van was knocked off the truck, and thrown back against the end of a 3rd class passenger carriage, causing injuries to five passengers.
20 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods breakman fell from waggons, from his own want of caution, near Farnell Road Station, and was killed.
25 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed near Currie Station whilst incautiously standing on the line.
29 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman on the Greenock Incline run over and killed whilst incautiously standing on the line.
3 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Holytown.
4 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Waggon driver in service of Company having caught his foot in points at Greenock, and being unable to extricate it, was run over and killed.
11 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed, whilst incautiously standing on the line at Rutherglen.
11 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Carstairs incautiously coupling carriage, fell, and was run over and killed.
12 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Dinwoodie Station.
20 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman at Motherwell Station run over by a train, from his own want of caution, on 20th August. Died on 22nd November.
30 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in locomotive department crushed to death between an engine and a tender in the engine shed, Bridge-street, Glasgow, from his own want of caution.
3 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Carnegie Public Level Crossing, Port Glasgow.
4 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed whilst incautiously walking on the line near Woodside Station.
9 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	1	-	-	Son and daughter of the station master at Larkhall struck by a train whilst trespassing on the line. Son killed, and the daughter slightly injured.
13 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser in a siding at Forfar Station crushed to death between buffers of waggons.
14 Sept. -	- ditto - - -	-	-	1	1	-	-	-	-	-	-	-	-	-	-	Two passengers incautiously crossing the rails at the Newtonhill Station were struck by a goods train; one was killed and the other injured.
24 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman struck by a train and killed whilst incautiously crossing the line at Motherwell.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 28 Sept. -	Caledonian—*continued*	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger run over and killed whilst incautiously crossing the line at the Kennishead station.
6 Oct. -	- ditto - - -	–	–	–	–	–	2	–	–	–	–	–	–	–	–	12·23 p.m. up mail train from Aberdeen got off the rails near Auldbar-road Station. Two guards shaken.
7 Oct. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Forfar.
19 Oct. -	- ditto - - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	Passenger run over and killed in attempting to get into a train in motion at Dubton Station.
21 Oct. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Mineral breakman crushed to death between buffers whilst incautiously coupling waggons on the incline near the Greenock Quay.
14 Nov. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Surfaceman run over and killed from his own want of caution at Dundee.
16 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Engine driver run over and killed whilst incautiously uncoupling waggon near Ayr-road Station on the Lesmahagow Branch.
16 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Surfaceman run over and killed whilst incautiously walking on the line between Bridge of Dun and Farnell-road stations.
18 Nov. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Newtyle.
21 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Surfaceman run over and killed near Newton-hill by falling from waggon in motion.
22 Nov. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Carluke Station.
22 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer, from his own want of caution, run over and killed near Dumpark.
23 Nov. -	- ditto - - -	1	2	–	–	–	–	–	–	–	–	–	–	–	–	Collision near Hamilton Junction between a passenger train and a mineral train. One passenger killed, and two severely injured.
26 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Blacksmith in service of the Company run over and killed at Dunblane Station whilst incautiously boring holes in the rails.
14 Dec. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Goods porter at Arbroath crushed to death between buffers of goods waggons from his own want of caution.
26 Dec. -	- ditto - - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Braidhurst Siding, near Motherwell, between a passenger train and a mineral engine. One passenger slightly injured.
30 Dec. -	- ditto - - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	Passenger jumping from a train in motion at Holytown Station, fell between the platform and the carriages. Leg severely crushed.
30 Dec. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Contractor's labourer run over and killed near Greenock from his own want of caution.
5 Oct. -	Deeside - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Assistant guard crushed to death between buffers whilst incautiously coupling carriages at Banchory.
23 Mar. -	Glasgow and South Western.	–	1	–	–	–	1	–	–	–	–	–	–	–	–	Passenger train got off the rails near Kirkconnell in consequence of the breaking of a steel tyre of the engine. One passenger very slightly injured, and the fireman seriously hurt.
22 May -	- ditto - - -	–	45	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Dalry Junction between an excursion train and an ordinary passenger train. About 45 passengers injured.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies, or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres-passers.		Miscel-laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867: 14 Dec. -	Glasgow and South Western—*contd.*	–	–	–	–	2	–	–	–	–	–	–	–	–	–	Passenger train ran into a siding at Well Trees, on the Muirkirk Branch, owing, it is supposed, to some malicious person having set the points wrong. Driver and fireman killed.
14 Jan. -	Glasgow and Paisley Joint.	–	18	–	–	–	1	–	–	–	–	–	–	–	–	A third class carriage in a passenger train was thrown off the rails at Bridge-street Station, Glasgow, in consequence of a spring breaking, and fell over the arch of the bridge into a yard below. Eighteen passengers injured; some of them severely. Guard slightly injured.
13 March -	Great North of Scotland.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed between Turriff and Plaidy.
30 April -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Assistant pointsman caught between trucks, which he was incautiously shunting at Kittybrewster Station. One leg broken.
25 Sept. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter crushed to death between buffers whilst incautiously coupling waggons at Maud Junction.
12 July -	North British - -	–	3	–	–	–	–	–	–	–	–	–	–	–	–	Collision at Hopefield Junction between the carriages of a passenger train and the engine, which had previously, according to custom, been uncoupled whilst the train was in motion. Three passengers very slightly injured.
16 Dec. -	- ditto - - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	Collision. Passenger train, whilst passing, came in contact with the end of a waggon in a coal train, which projected from a Junction near Ratho Station, on the Edinburgh and Glasgow line. Door-handles and foot-boards of carriages were broken off, and one passenger was injured.
16 Dec. -	- ditto - - -	–	2	–	–	–	–	–	–	–	–	–	–	–	–	Collision between a succeeding passenger train and two of the coal waggons of the same coal train, which had been forced by the accident on to the main line. Two passengers slightly injured.
TOTAL for SCOTLAND - - -		1	81	4	2	3	6	31	6	1	–	12	1	–	–	

IRELAND.

1867: 19 Dec. -	Belfast and County Down.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Porter at Ballynahinch Station missed his footing, and was run over. Foot cut off.
19 Dec. -	- ditto - - -	–	5	–	–	–	–	–	–	–	–	–	–	–	–	Coupling of carriages in a market train near Ballynahinch Junction, broke. The two last carriages became detached, and afterwards ran into the first portion of the train. Five passengers injured.
13 May -	Belfast and Northern Counties.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Pointsman at Saltworks Tramway Junction, near Carrickfergus, killed in attempting to get upon a train in motion.
11 Oct. -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Cookstown.
1 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–		Platelayer knocked down by a train and killed, from his own want of caution, at Carrickfergus Junction.
14 Dec. -	Cork and Bandon -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Watchman run over and killed in Giggins Hill Tunnel, apparently from his own want of caution.
29 July -	Cork and Limerick Direct.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	A little boy, trespassing in a goods siding at Limerick Terminus, crushed to death between a waggon and a stop block.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres-passers.		Miscel-laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1867:																
19 April -	Dublin and Belfast Junction.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Dundalk.
9 Aug. -	Dublin, Wicklow, and Wexford.	2	23	–	–	–	2	–	–	–	–	–	–	–	–	6.30 a.m. passenger up-train got off the the rails at Bray Head; engine and three third-class carriages thrown off a bridge into a chasm in the side of the cliff. Two passengers killed, and 23 injured. Engine driver and fireman also severely injured.
28 April -	Great Southern and Western.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Labourer on permanent way run over and killed, near Hazlehatch, from his own want of caution.
24 May -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed at Mallow Station.
20 June -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Gatekeeper at the Clifford Level Crossing, on the Mallow and Fermoy Line, struck by a goods train and killed whilst incautiously opening the gates.
28 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter run over and killed whilst incautiously shunting cattle waggons at Knocklong Station.
30 Nov. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter killed whilst incautiously uncoupling a waggon at Roscrea Station.
1 Feb. -	Irish North Western	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Omagh.
16 Mar. -	- ditto - - -	1	2	–	–	–	1	–	–	–	–	–	–	–	–	Special mixed passenger and cattle train got off the rails near Castleblaney Station. One passenger who was riding in the guard's van was killed, and two others injured. Guard slightly injured. It is supposed that the train was thrown off the rails by some obstacle having been maliciously placed thereon.
26 April -	- ditto - - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	Agent in Company's service had his leg slightly injured by a waggon, at Lisbellow Station.
10 Sept. -	Limerick and Foynes	–	–	–	–	–	–	–	–	–	–	1	–	–	–	Trespasser run over and killed near Adare.
23 Jan. -	Ulster - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Platelayer, near Portadown, struck by an engine and severely injured, from his own want of caution. Died on the eighth day after the accident.
6 Sept. -	Waterford and Kilkenny.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Passenger train thrown off the rails near Ballylowra, in consequence of platelayers repairing the line at the time, and no precaution having been taken by the ganger to warn drivers of approaching trains. No person injured.
30 Sept. -	- ditto - - -	–	–	–	–	–	2	–	1	–	–	–	–	–	–	Collision between a passenger train and an engine, near Maryborough Station. The driver and fireman of the engine of the passenger train injured. Driver of the single engine, through whose fault the accident occurred, slightly injured.
19 Mar. -	Waterford and Limerick	–	–	–	–	–	–	–	–	1	–	–	–	–	–	Run over and killed at the Derrynahinch Public Level Crossing.
27 April -	- ditto - - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	Trespasser run over between Clare Abbey and Ennis. One arm cut off.
25 Oct. -	- ditto - - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	Porter at the Waterford Goods Terminus, whilst lighting a gas lamp close to the River Suir, fell into the river, and was drowned.
Total for Ireland - -		3	30	–	–	–	5	9	3	1	–	6	1	–	–	

GRAND TOTAL.

	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		Total Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Total—																
ENGLAND AND WALES	15	578	13	6	12	51	50	19	8	2	39	3	1	1	138	660
SCOTLAND - - -	1	81	4	2	3	6	31	6	1	–	12	1	–	–	52	96
IRELAND - - - -	3	30	–	–	–	5	9	3	1	–	6	1	–	–	19	39
GRAND TOTAL - -	19	689	17	8	15	62	90	28	10	2	57	5	1	1	209	795

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in *England* and *Wales, Scotland,* and *Ireland* respectively, as reported to this Department, during the Year ended 31st December 1867, together with the Total Number Killed or Injured in the previous Year.

DESCRIPTION of PERSONS.	England and Wales.		Scotland.		Ireland.		Total on all Railways during the Year ended 31st Dec. 1867.		Total in 1866.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers Killed or Injured from causes beyond their own control, viz. :—										
From accidents to trains - - - -	15	578	1	81	3	30	19	689	15	540
From other causes beyond their own control	–	–	–	–	–	–	–	–	–	–
Total - - -	15	578	1	81	3	30	19	689	15	540
Passengers Killed or Injured owing to their own misconduct or want of caution - -	13	6	4	2	–	–	17	8	16	7
Total number of passengers Killed or Injured from all causes - - - - - -	28	584	5	83	3	30	36	697	31	547
* Servants of company or of contractors Killed or Injured from causes beyond their own control - - - - - - -	12	51	3	6	–	5	15	62	17	70
* Servants of company or of contractors Killed or Injured, owing to their own misconduct or want of caution - - - - -	50	19	31	6	9	3	90	28	83	11
Other persons crossing at level crossings -	8	2	1	–	1	–	10	2	20	3
Trespassers - - - - - - -	33	3	12	1	6	1	51	5	53	3
Suicide - - - - - - - -	6	–	–	–	–	–	6	–	5	–
Miscellaneous - - - - - - -	1	1	–	–	–	–	1	1	6	–
Grand Total - - -	138	660	52	96	19	39	209	795	216	634
Length of Railway open on the 31st December 1867, and on the 31st December 1866 -	*miles.* 10,037		*miles.* 2,282		*miles.* 1,928		*miles.* 14,247		*miles.* 13,854	

* The Return of Accidents to "Servants of Companies or of Contractors" cannot be looked upon as complete, as many Railway Companies, not being required by law to do so, do not report to the Board of Trade every accident which may have occurred to this class of persons.

FURTHER ANALYSIS of the ACCIDENTS during the Year ended 31st December 1867, which have been reported to the Board of Trade, showing the NUMBER of COLLISIONS and other ACCIDENTS to TRAINS in *England* and *Wales*, *Scotland*, and *Ireland* respectively, with the NUMBER of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Accidents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants.		Total Number of Passengers and Servants and others.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured.
Number of collisions between Passenger Trains	14	1	171	1	6	–	–	2	177
Ditto between Passenger Trains and other Trains or Engines	34	14	274	3	29	–	–	17	303
Passenger Trains running into Sidings or off their proper Line through Points being wrong	6	–	53	–	3	–	–	–	56
Passenger Trains or Portions of Trains getting off the Rails	12	–	18	2	6	–	–	2	24
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order	–	–	–	–	–	–	–	–	–
Axles or Wheels of Carriages of Passenger Trains breaking	3	–	20	–	–	–	–	–	20
Couplings breaking or becoming unhooked	1	–	14	–	2	–	–	–	16
Bursting of the Boilers of Engines of Passenger Trains	–	–	–	–	–	–	–	–	–
Trains running into Stations at too great speed	2	–	28	–	1	–	–	–	29
Carriages catching Fire	3	–	–	–	–	–	–	–	–
TOTAL to Passenger Trains	75	15	578	6	47	–	–	21	625
Number of collisions between Goods or Mineral Trains or single Engines	7	–	–	4	4	–	–	4	4
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	1	–	–	1	–	–	–	1	–
Goods or Mineral Trains getting off the Rails	1	–	–	–	–	–	–	–	–
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking	–	–	–	–	–	–	–	–	–
Axles or Wheels of Goods or Mineral Waggons breaking	–	–	–	–	–	–	–	–	–
Couplings breaking	–	–	–	–	–	–	–	–	–
Bursting of the Boilers of Engines of Goods or Mineral Trains	–	–	–	–	–	–	–	–	–
TOTAL to Goods and Mineral Trains	9	–	–	5	4	–	–	5	4
TOTAL to all Trains	84	15	578	11	51	–	–	26	629

SCOTLAND.

Number of collisions between Passenger Trains	2	–	45	–	–	–	–	–	45
Ditto between Passenger Trains and other Trains or Engines	6	1	9	–	–	–	–	1	9
Passenger Trains running into Sidings or off their proper Line through Points being wrong	1	–	–	2	–	–	–	2	–
Passenger Trains or portions of Trains getting off the Rails	2	–	2	–	4	–	–	–	6
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	1	–	1	–	1	–	–	–	2
Axles or Wheels or other Parts of Carriages of Passenger Trains breaking	2	–	19	–	3	–	–	–	22
Couplings breaking	–	–	–	–	–	–	–	–	–
Bursting of the Boilers of Engines of Passenger Trains	–	–	–	–	–	–	–	–	–
Trains running into Stations at too great speed	–	–	–	–	–	–	–	–	–
Miscellaneous	1	–	5	–	–	–	–	–	5
TOTAL to Passenger Trains	15	1	81	2	8	–	–	3	89
Collisions between Goods or Mineral Trains or Single Engines	1	–	–	3	3	–	–	3	3
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	–	–	–	–	–	–	–	–	–
Goods or Mineral Trains getting off the Rails	–	–	–	–	–	–	–	–	–
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	–	–	–	–	–	–	–	–	–
Axles or Wheels of Goods or Mineral Waggons breaking	1	–	–	–	–	–	–	–	–
Couplings breaking	–	–	–	–	–	–	–	–	–
Bursting of the Boilers of Engines of Goods or Mineral Trains	–	–	–	–	–	–	–	–	–
TOTAL to Goods and Mineral Trains	2	–	–	3	–	–	–	3	–
TOTAL to all Trains	17	1	81	5	11	–	–	6	92

IRELAND.

Number of collisions between Passenger Trains	–	–	–	–	–	–	–	–	–
Ditto between Passenger Trains and other Trains or Engines	1	–	–	–	3	–	–	–	3
Passenger Trains running into Sidings or off their proper Line through Points being wrong	–	–	–	–	–	–	–	–	–
Passenger Trains or portions of Trains getting off the Rails	3	3	25	–	3	–	–	3	28
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	–	–	–	–	–	–	–	–	–
Axles or Wheels of Carriages of Passenger Trains breaking	–	–	–	–	–	–	–	–	–
Couplings breaking	1	–	5	–	–	–	–	–	5
Bursting of the Boilers of Engines of Passenger Trains	–	–	–	–	–	–	–	–	–
Trains running into Stations at too high speed	–	–	–	–	–	–	–	–	–
TOTAL to Passenger Trains	5	3	30	–	6	–	–	3	36
Collisions between Goods or Mineral Trains or single Engines	–	–	–	–	–	–	–	–	–
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	–	–	–	–	–	–	–	–	–
Goods or Mineral Trains getting off the Rails	–	–	–	–	–	–	–	–	–
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	–	–	–	–	–	–	–	–	–
Axles or Wheels of Goods or Mineral Waggons breaking	–	–	–	–	–	–	–	–	–
Couplings breaking	–	–	–	–	–	–	–	–	–
Bursting of the Boilers of Engines of Goods or Mineral Trains	–	–	–	–	–	–	–	–	–
TOTAL to Goods and Mineral Trains	–	–	–	–	–	–	–	–	–
TOTAL to all Trains	5	3	30	–	6	–	–	3	36

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in the United Kingdom, and Number of Persons Killed and Injured thereby, during the Year ended 31st December 1867.

	Number of Accidents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants of Companies.		TOTAL NUMBER of Passengers and Servants and others.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Number of Collisions between Passenger Trains -	16	1	216	1	6	–	–	2	222
Ditto - between Passenger Trains and other Trains or Engines - - - - - - - -	41	15	283	3	32	–	–	18	315
Passenger Trains running into Sidings or off their proper Line through Points being wrong - -	7	–	53	2	3	–	–	2	56
Passenger Trains or Portions of Trains getting off the Rails - - - - - - - - -	17	3	45	2	13	–	–	5	58
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order	1	–	1	–	1	–	–	–	2
Axles or Wheels or other parts of Carriages of Passenger Trains breaking - - - - - -	5	–	39	–	3	–	–	–	42
Couplings breaking or becoming unhooked - -	2	–	19	–	2	–	–	–	21
Bursting of the Boilers of Engines of Passenger Trains - - - - - - - - - -	–	–	–	–	–	–	–	–	–
Trains running into Stations at too great speed -	2	–	28	–	1	–	–	–	29
Carriages catching Fire - - - - - - -	3	–	–	–	–	–	–	–	–
Miscellaneous - - - - - - - - -	1	–	5	–	–	–	–	–	5
TOTAL Number of Collisions and other Accidents to Passenger Trains - - -	95	19	689	8	61	–	–	27	750
Collisions between Goods or Mineral Trains or Single Engines - - - - - - - - - -	8	–	–	7	7	–	–	7	7
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong -	1	–	–	1	–	–	–	1	–
Goods or Mineral Trains getting off the Rails -	1	–	–	–	–	–	–	–	–
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - -	–	–	–	–	–	–	–	–	–
Axles or Wheels of Goods or Mineral Waggons breaking - - - - - - - - -	1	–	–	–	–	–	–	–	–
Couplings breaking - - - - - - - -	–	–	–	–	–	–	–	–	–
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - - - - - -	–	–	–	–	–	–	–	–	–
TOTAL Collisions and other Accidents to Goods and Mineral Trains - -	11	–	–	8	7	–	–	8	7
GRAND TOTAL to all Trains - -	106	19	689	16	68	–	–	35	757

PART II.

TRAFFIC, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, showing the TRAFFIC upon their respective RAILWAYS in PASSENGERS and GOODS during the YEAR ended 31st December 1867.

IN order to prevent reduplication in the mileage, each Company was directed, in returning the "Length of Line open," to exclude the length of those lines belonging to other Companies, over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines."

As it had been ascertained that no uniform rule had been adopted in the method of returning the number of passengers conveyed, each Railway Company was requested to count Return Tickets as two passengers, and children as whole passengers.

In order that the average fares per mile might be calculated in an uniform manner, the Companies were instructed to calculate them on the following principle:—"Divide the total obtained by adding together the ordinary fares for the *single* journey from either terminus of the line to every station on the line (including branches) by the total obtained by adding together the distance (in miles) of such terminus from each station."

The same instructions were given in respect of the express average fares for the *single* journey, in which case only the stations at which the express trains stop were to be counted.

All "Steam Boat," "Canal," and "Harbour" expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures in this Return rests upon the different Railway Companies.

ENGLAND AND WALES.

RETURNS by the several RAILWAY COMPANIES in ENGLAND and WALES, showing the TRAFFIC upon their

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1866.	Length of Line open on 31st December 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).								LIVE STOCK.			MINERALS.			
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.	Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
berdare	Leased to the Taff Vale.																		
bingdon	Worked by the Great Western.																		
nglesea Central	11	- -	18	18	4,319	53,978	28,326	86,623	- -	1	7	245	475	563	4,352	5,924	1,512	7,436	8,669
erks and Hants Extension	Worked by the Great Western.																		
irkenhead	Vested jointly in the Great Western and London and North-Western.																		
irmingham, Wolverhampton, and Stour Valley	Leased to the London and North-Western.																		
shop's Castle	10	- -	10	10	1,577	2,758	21,146	25,481	- -	3	5	59	1,202	5,526	220	4,953	2,444	7,397	4,576
shops Waltham	Worked by the London and South-Western.																		
ackpool and Lytham	8	- -	8	8	25,329	- -	167,657	192,986	2	- -	- -	176	- -	- -	- -	- -	- -	- -	- -
yth and Tyne	36	24	14	38	35,979	86,260	958,345	1,080,584	258	16	4	1,786	1,273	10,613	716	2,062,309	- -	2,062,309	54,770
dmin and Wadebridge	14	- -	14	14	13	1,062	3,263	4,338	- -	- -	- -	- -	5	- -	2	5,616	11,972	17,588	9,408
gnor	Worked by the London, Brighton, and South Coast.																		
urton-on-the-Water	Worked by the Great Western.																		
econ and Merthyr Tydfil Junction	68	6	75	81	13,547	55,857	315,653	385,057	15	79	408	2,184	12,367	34,716	4,323	361,330	153,014	514,344	105,996
idport	Leased to the Great Western.																		
istol and Exeter (Including the "West Somerset.")	134	75	59	134	174,630	998,188	306,686	1,479,504	402	No separate account kept.			19,673	86,126	801	246,913	Mixed	246,913	340,698
istol and Portishead Pier and Railway (For 8 months, ending 31st December 1867.)	- -	- -	10	10	10,703	102,090	6,646	119,439	48	No separate account kept.			Nil.			Included in General Merchandise.			1,444
istol and South Wales Union	Worked by the Great Western.																		
ristol Port Railway and Pier	6	- -	6	6	12,874	27,159	90,926	130,959	1	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
iton Ferry Floating Dock	Worked by the Great Western.																		
uckinghamshire	Leased to the London and North-Western.																		
uckley	Worked by the Wrexham, Mold, and Connah's Quay.																		
ulne	Worked by the Great Western.																		
mbrian	135	9	167	176	54,721	157,491	882,887	1,095,099	28	276	774	3,556	25,651	40,010	29,782	20,065	202,253	222,318	72,042
annock Mineral	Leased to the London and North-Western.																		
rmarthen and Cardigan	20	- -	- -	- -	No Return to the Order of the House.														
rnarvonshire	- -	- -	- -	- -	No Return to the Order of the House.														
ntral Wales	Worked by the London and North-Western.																		
ntral Wales Extension	Worked by the London and North-Western.																		
eshire Lines Committee	26	26	- -	26	60,120	70,380	633,228	763,728	94	21	617	1,027	101,762	11,216	9,514	51,895	24,078	75,973	161,538
Garston and Liverpool	4	4	- -	4	31,042	123,784	160,238	315,064	63	16	178	416	23	48	- -	- -	8,078	8,078	144,831
tal Cheshire Lines Committee	30	30	- -	30	91,162	194,164	793,466	1,078,792	157	37	795	1,443	101,785	11,264	9,514	51,895	32,156	84,051	306,369
hester and Holyhead	See the London and North-Western.																		
Cockermouth, Keswick, and Penrith	31	- -	31	31	14,164	54,065	65,804	134,033	25	55	173	1,299	2,258	5,589	19	42,429	60,793	103,222	45,777
lchester, Stour Valley, Sudbury, and Halstead	Leased to the Great Eastern.																		
leford, Monmouth, Usk, and Pontypool	Leased to the Great Western.																		
lne Valley and Halstead	19	- -	19	19	6,949	16,819	43,486	67,254	3	13	48	164	833	7,107	4,027	17,021	2,067	19,088	16,142
rnwall	66	4	62	66	34,525	190,379	339,052	563,956	116	209	595	2,147	4,478	16,864	1,167	12,135	68,798	80,933	77,878

* This Return is for the year ending 29th February 1868.
† This Return is for the year ending 31st January 1868.

ENGLAND AND WALES.

respective RAILWAYS in PASSENGERS and GOODS, during the Year ended 31st December 1867.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS. Not including the shunting of Trains and Engines.			AVERAGE FARES per Mile. ORDINARY.			AVERAGE FARES per Mile. EXPRESS.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC. RECEIPTS FROM PASSENGERS.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.						
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS. Coal and Coke.	MINERALS. Other Minerals.	MINERALS. TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1,244	311	1,555	32,488	10,885	43,373	2·65	1·40	1·00	- -	- -	325	2,142	961	- -	3,428	118	- -	3,546	86	625	86	711	3,625	4,422	7,9
7,512	11,268	18,780	82,632	123,948	206,580	2·91	1·94	0·95	- -	- -	143	165	608	- -	916	69	- -	985	76	534	197	731	991	1,798	2,7
2,440	- -	2,440	36,400	- -	36,400	1½	- -	1	- -	- -	797	- -	3,095	20	3,912	135	- -	4,047	- -	- -	- -	- -	-	- -	4,0
9,977	18,906	28,883	166,748	362,518	529,266	1·77	1·30	0·89	- -	- -	1,910	3,836	21,339	690	27,775	1,184	25	28,984	173	93,973	- -	93,973	9,885	104,031	133,0
469	636	1,105	3,386	7,757	11,143	2·44	1·55	1·08	- -	- -	1	32	73	- -	106	6	- -	112	- -	606	912	1,518	850	2,368	2,4
5,825	8,717	14,542	180,886	317,431	498,317	2·49	1·75	0·97	- -	- -	2,022	4,202	11,218	120	17,562	1,006	- -	18,568	1,020	19,331	11,991	31,322	16,698	49,040	67,6
52,853	9,144	61,997	824,210	355,071	1,179,281	2·58	1·96	0·99	2·83	1·96	51,763	108,465	49,208	3,000	212,436	25,319	8,922	246,677	5,192	24,016	Mix[d]	24,016	102,691	131,899	378,5
2,728	Mixed.	2,728	25,916	Mixed.	25,916	2·00	1·40	0·98	- -	- -	556	3,212	183	175	4,126	85	23	4,234	- -	- -	- -	- -	96	96	4,3
5,414	- -	5,414	29,112	- -	29,112	2·49	1·77	0·97	- -	- -	371	605	1,753	6	2,735	44	- -	2,779	- -	- -	- -	- -	- -	- -	2,7
17,841	7,080	24,921	343,912	224,660	568,572	2·50	1·81	0·98	- -	- -	9,789	10,496	31,378	288	51,951	3,274	1,869	57,094	3,485	987	21,998	22,985	30,208	56,678	113,7
15,249	1,119	16,368	178,793	71,971	250,764	2·13	1·49	0·94	- -	- -	3,200	2,879	12,518	322	18,919	1,818	- -	20,737	2,109	2,041	1,626	3,667	11,675	17,451	38,1
16,190	4,142	14,332	160,036	88,482	248,518	2·10	1·30	0·80	- -	- -	1,363	2,530	2,741	158	6,792	1,202	- -	7,994	254	- -	440	440	8,805	9,499	17,4
25,489	*5,261*	*30,700*	*338,829*	*160,453*	*499,282*	- -	- -	- -	- -	- -	*4,263*	*5,409*	*15,259*	*480*	*25,711*	*3,020*	- -	*28,731*	*2,363*	*2,041*	*2,066*	*4,107*	*20,480*	*26,950*	*55,6*
2,657	2,580	5,237	79,249	71,088	150,337	2·49	1·73	0·98	- -	- -	2,649	4,726	2,507	35	9,917	589	- -	10,506	231	4,408	4,844	9,252	7,720	17,203	27,7
2,171	Mixed.	2,171	41,249	Mixed.	41,249	2·94	1·85	0·99	- -	- -	547	910	1,208	10	2,675	234	15	2,924	132	1,207	Mix[d]	1,207	2,689	4,028	6,9
3,788	1,296	5,084	199,785	75,637	275,422	2·57	1·75	1·00	- -	- -	8,161	18,420	24,219	762	51,562	8,855	5,787	66,204	1,054	964	4,918	5,882	20,252	27,188	93,3

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1867.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1866.	Length of Line open on 31st December 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.				Live Stock.			Minerals.			
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.		Carriages.	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.	General Merchandise.
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
...wen and Bala -	Worked by the Great Western.																		
...bridge - -	Worked by the Taff Vale.																		
...es and Newport -	5	- -	5	5	17,565	66,738	17,346	101,649	- -	- -	- -	401	- -	- -	- -	- -	- -	- -	- -
...nford and High Peak	34	3	31	34	Leased to the London and North-Western.														
...stal Palace and ...uth London Junction - - -	Worked by the London, Chatham, and Dover.																		
...e Valley - -	Worked by the Taff Vale.																		
...tmouth and Torbay -	Leased to the South Devon.																		
...bigh, Ruthin, and ...rwen - -	19	- -	19	19	8,999	16,382	115,295	140,676	3	25	135	622	7,561	7,179	4,825	- -	- -	19,589	11,634
...on and Cornwall -	Worked by the London and South-Western.																		
...lais - -	2	2	- -	2	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	79,932	191,385	271,317	7,308
...t Lincolnshire -	See the Great Northern.																		
...t Somerset - -	Worked by the Great-Western.																		
..., Haddenham, and ...utton - - -	Worked by the Great Eastern.																		
... Valley - -	Worked by the Great Western.																		
...sham and Redditch -	Worked by the Midland.																		
...ter and Crediton -	Leased to the London and South-Western.																		
...ingdon - - -	Worked by the Great Western.																		
...stiniog - - -	14	- -	14	14	1,762	2,126	78,933	82,821	- -	- -	- -	93	- -	53	111	- -	93,773	93,773	13,790
...twood, Preston, and ...est Riding Junction	Now Preston and Longridge Railway Joint Committee.																		
...ness - - - (Including half the "Furness and Midland.")	88	37	56	93	66,079	123,942	614,577	804,598	114	210	668	4,806	Number not taken.			473,249	1,370,571	1,843,820	399,627
...ston and Liverpool -	See Cheshire Lines Committee.																		
...ucester and Dean ...orest - - -	Leased to the Great Western.																		
...AT EASTERN - (Including the "Colchester, Stour Valley, Sudbury and Halstead," "London and Blackwall," "Lowestoft," and "Northern and Eastern.")	714	409	305	714	2,283,686	9,511,642	6,211,997	18,007,325	4,077	3,219	20,059	24,775	310,194	805,960	175,296	1,027,029	- -	1,027,029	2,036,603
Ely, *Haddenham, and Sutton - -	7	- -	7	7	1,781	6,914	20,888	29,583	- -	4	73	38	834	3,210	675	4,480	- -	4,480	12,361
Lynn and Hunstanton - - -	16	- -	16	16	12,941	16,420	132,861	162,222	8	49	173	328	2,982	26,400	1,500	10,007	- -	10,007	22,987
Mellis and Eye -	- -	- -	3	3	1,370	3,923	6,231	11,524	- -	11	47	193	114	120	150	3,046	- -	3,046	3,832
Saffron Walden -	7	- -	7	7	4,778	15,373	15,045	35,196	5	3	111	118	414	1,410	4,920	6,617	- -	6,617	12,584
Tendring Hundred -	2	- -	2	2	10,071	27,012	107,849	144,932	13	3	8	120	1,074	3,150	195	13,043	- -	13,043	11,284
Tendring Hundred Extension - -	12	- -	16	16	8,687	17,388	64,395	90,470	10	25	36	204	1,068	3,060	210	4,248	- -	4,248	8,005
Ware, Hadham, and Buntingford -	14	- -	14	14	8,544	17,242	39,765	65,551	5	11	76	253	744	5,580	1,590	9,622	- -	9,622	14,633
West Norfolk -	18	- -	18	18	2,968	4,777	28,235	35,980	- -	11	21	107	1,716	14,490	630	4,753	- -	4,753	8,418
Wivenhoe and Brightlingsea -	5	- -	5	5	1,032	5,344	21,683	28,059	1	- -	- -	24	- -	- -	- -	692	- -	692	2,709
...otal Great Eastern -	795	409	393	802	2,335,858	9,626,035	6,648,949	18,610,842	4,119	3,336	20,604	26,160	319,140	868,380	185,166	1,083,537	- -	1,083,537	2,133,416
...EAT NORTHERN - (Including the "East Lincolnshire," "Nottingham and Grantham," Boston and Hitchin," and half the "Midland and Eastern," and "Norwich and Spalding.")	438	419	85	504	741,783	2,860,377	3,693,856	7,296,016	5,333	3,201	22,980	25,686	174,709	636,627	86,625	2,389,877	Included in General Merchandise.	2,389,877	2,155,311
Hatfield and St. Albans - -	6	- -	6	6	6,603	37,149	29,216	72,968	18	30	186	206	207	704	2,595	5,915		5,915	9,730
Horncastle - -	8	- -	8	8	5,220	13,649	43,728	62,597	30	39	1,322	451	3,658	17,471	884	17,248		17,248	15,240
Ramsey - -	6	- -	6	6	615	6,415	14,567	21,597	6	12	39	85	244	2,192	2,363	2,683		2,683	8,683
...otal Great Northern -	458	419	105	524	754,221	2,917,590	3,781,367	7,453,178	5,387	3,282	24,527	26,428	178,818	656,994	92,467	2,415,723	- -	2,415,723	2,188,964
...at North of England, Clarence and Hartlepool Junction - -	Leased to the North-Eastern.																		

* This Return is for the year ending 30th June 1867.

Number of Trains Run.			Number of Miles Travelled by Trains. (Not including the shunting of Trains and Engines.)			Average Fares per Mile. Ordinary.			Average Fares per Mile. Express.		Receipts (Gross) from Passenger Traffic. Receipts from Passengers.					Receipts (Gross) from Passenger Traffic.			Receipts (Gross) from Goods Traffic.					
[illegible] Trains.	Goods Trains.	Total.	By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Minerals. Coal and Coke.	Minerals. Other Minerals.	Minerals. Total.	General Merchandise.	Total Receipts from Goods Traffic.
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£
343	- -	6,643	29,801	- -	29,801	2·66	2·00	0·89	- -	- -	759	2,180	330	- -	3,269	812	23	4,104	- -	- -	- -	- -	- -	- -
079	Mixed.	4,079	61,859	Mixed.	61,859	2·32	1·70	0·97	- -	- -	914	1,083	3,427	22	5,446	325	9	5,780	279	- -	- -	1,438	2,425	4,142
-	12,379	12,379	- -	24,758	24,758	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	716	716
130	3,165	6,295	43,820	44,283	88,103	1·97	1·47	1·04	- -	- -	117	113	2,436	- -	2,666	2	- -	2,668	3	- -	13,397	13,397	2,429	15,829
135	21,717	34,852	277,024	354,595	631,619	2·53	1·82	1·00	2·53	1·82	7,003	9,584	25,209	786	42,582	3,473	- -	46,055	834	43,660	110465	154,125	67,481	222,440
,500	74,707	298,207	3,503,761	3,083,101	6,586,862	2·20	1·70	0·91	2·77	1·70	204,068	313,352	320,476	35,808	873,704	64,329	21,253	959,286	78,298	150,292	- -	150,292	691,921	920,511
999	626	2,625	15,360	4,813	20,173	2·58	2·07	0·94	- -	- -	86	217	493	- -	796	48	- -	844	45	251	- -	251	1,398	1,694
560	60	3,620	43,917	12,407	56,324	2·51	1·98	1·00	- -	- -	1,173	1,182	4,411	38	6,804	293	- -	7,097	472	580	- -	580	2,799	3,851
002	- -	3,002	8,892	24	8,916	2·50	2·00	1·00	- -	- -	39	88	85	- -	212	34	- -	246	3	111	- -	111	485	599
394	- -	4,394	16,922	4	16,926	2·61	2·00	1·00	- -	- -	137	263	152	7	559	104	- -	663	48	308	- -	308	1,476	1,832
687	606	3,293	7,055	3,541	10,596	2·90	1·81	0·90	- -	- -	256	543	1,386	21	2,206	78	2	2,286	18	225	- -	225	528	771
589	502	2,091	22,972	10,726	33,698	2·65	2·10	1·00	- -	- -	664	1,098	1,926	26	3,714	103	2	3,819	58	153	- -	153	913	1,124
731	832	3,563	36,639	12,811	49,450	2·51	1·98	0·90	- -	- -	625	1,013	1,297	32	2,967	224	8	3,199	86	546	- -	546	1,832	2,464
841	60	1,901	27,186	10,502	37,688	2·61	2·06	1·00	- -	- -	281	302	1,138	- -	1,721	112	- -	1,833	197	204	- -	204	1,766	2,167
974	104	3,078	13,994	536	14,530	2·28	1·90	0·95	- -	- -	45	171	524	5	745	25	2	772	- -	18	- -	18	405	423
,277	77,497	325,774	3,696,698	3,138,465	6,835,163	- -	- -	- -	- -	- -	207,374	318,229	331,888	35,937	893,428	65,350	21,267	980,045	79,225	152,688	- -	152,688	703,323	935,436
686	42,583	71,269	3,691,396	5,423,808	9,115,204	2·13	1·60	0·99	- -	- -	213,078	297,102	242,410	20,571	773,161	95,076	9,627	877,864	48,769	506,041	Inc. in Gen. Mer.	506,041	673,592	1,228,402
Included in the Great Northern return.						2·00	1·33	1·00	- -	- -	216	301	245	14	776	42	- -	818	12	159		159	362	533
						2·50	2·00	1·00	- -	- -	299	416	340	17	1,072	130	- -	1,202	155	930		930	1,405	2,490
						3·00	2·00	0·95	- -	- -	71	99	82	2	254	13	- -	267	16	83		83	475	574
686	42,583	71,269	3,691,396	5,423,808	9,115,204	- -	- -	- -	- -	- -	213,664	297,918	243,077	20,604	775,263	95,264	9,627	880,151	48,952	507,213	- -	507,213	675,834	1,231,999

† Less 50 per cent. for working, which is included in the Great Northern Return.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1866.	Length of Line open on 31st December 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Live Stock.			Minerals.			General Merchandise.
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.	
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
*Great Western - (Including the "Abingdon," "Berks and Hants Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Briton Ferry Floating Dock," "Calne," "Coleford, Monmouth, Usk, and Pontypool," Corwen and Bala," "East Somerset," "Ely Valley," "Faringdon" "Gloucester and Dean Forest," "Great Western and Brentford," "Leominster and Kington," "Llangollen and Corwen," "Marlborough," "Milford," "Much Wenlock and Severn Junction," "Nantwich and Market Drayton" from 16th October 1867, "Severn Valley," "Stourbridge," "Stratford-on-Avon," "Tenbury and Bewdley," "Vale of Llangollen," "Wallingford and Watlington" "Wellington and Drayton" from 16th October 1867, "Wellington and Severn Junction," "Wenlock," and the "Witney" and half of the "Birkenhead," "Hammersmith and City Junction," "Ludlow and Cleehill," "Shrewsbury and Hereford," "Shrewsbury and Welshpool," "Tenbury," "Weymouth and Portland," Victoria Station and Pimlico," "West London," and part of the "West London Extension.")	1,325	845	513	1,358	2,225,979	6,610,675	12,048,598	20,885,252	3,729	6,138	34,533	40,031	190,639	626,823	149,374	4,629,766	1,790,934	6,420,700	2,262,21
Nantwich and Market Drayton - (From 1st February to 15th October 1867.)	- -	- -	- -	- -	2,779	12,244	24,545	39,568	1	17	53	245	1,159	2,198	352	1,858	592	2,450	4,95
Total Great Western -	1,325	845	513	1358	2,228,758	6,622,919	12,073,143	20,924,820	3,730	6,155	34,536	40,276	191,798	629,021	149,726	4,631,624	1,791,526	6,423,150	2,267,17
Great Western and Brentford - -	*Leased to the Great Western.*																		
Hammersmith and City Junction - -	*Vested in the Great Western and Metropolitan.*																		
Hatfield and St. Albans -	*Worked by the Great Northern.*																		
Horncastle - - -	*Worked by the Great Northern.*																		
Hoylake - - -	5	- -	- -	- -	No Return to the Order of the House.														
Hull and Selby - -	*Leased to the North-Eastern.*																		
Isle of Wight - -	12	- -	12	12	59,147	300,560	18,407	387,114	87	- -	- -	1,580	- -	- -	- -	8,954	10,191	19,145	- -
Keighley and Worth Valley - - -	*Worked by the Midland.*																		
Kendal and Windermere	*Leased to the London and North-Western.*																		
Kent Coast - -	*Worked by the London, Chatham, and Dover.*																		
Kettering, Thrapstone, and Huntingdon -	*Worked by the Midland.*																		
Knighton - - -	*Worked by the London and North-Western.*																		
Lancashire and Yorkshire	403	388	15	403	2,316,710	4,412,288	15,153,552	21,882,550	6,960	1,838	6,074	39,734	145,779	585,032	55,237	3,480,225	1,087,570	4,567,795	3,331,13
Lancaster and Carlisle -	*Leased to the London and North-Western.*																		
Launceston and South Devon - -	*Worked by the South Devon.*																		
Leominster and Kington -	*Worked by the Great Western.*																		
Liskeard and Caradon -	17	- -	17	17	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	12,252	27,239	39,491	981
Liskeard and Looe Union Canal - -	*Worked by the Liskeard and Caradon.*																		
Llanelly Railway & Dock (Including the "Vale of Towy.")	75	- -	75	75	6,456	13,353	245,342	265,151	292	3	32	740	2,359	4,781	7,538	570,219	112,807	683,026	65,882
Llangollen and Corwen -	*Worked by the Great Western.*																		
Llantrissant and Taff Vale Junction - -	*Worked by the Taff Vale.*																		
Llynvi and Ogmore -	30	- -	30	30	539	3,062	107,742	111,343	- -	- -	- -	- -	- -	- -	- -	462,353	143,995	606,348	65,353
London and Blackwall -	*Leased to the Great Eastern.*																		
London and Greenwich -	*Leased to the South-Eastern.*																		

* This Return is for the year ending 31st January 1868.

Number of Trains Run.			Number of Miles Travelled by Trains. Not including the shunting of Trains and Engines.			Average Fares per Mile. Ordinary.			Average Fares per Mile. Express.		Receipts (Gross) from Passenger Traffic. Receipts from Passengers.					Receipts (Gross) from Passenger Traffic.			Receipts (Gross) from Goods Traffic.						
Passenger Trains.	Goods Trains.	Total.	By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Minerals. Coal and Coke.	Minerals. Other Minerals.	Minerals. Total.	General Merchandise.	Total Receipts from Goods Traffic.	Total Receipts [illegible]
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
652	109,754	410,406	7,113,633	7,024,757	14,138,390	2·03	1·50	0·94	2·38	1·74	405,198	692,812	584,682	27,347	1,710,039	175,738	52,563	1,938,340	56,091	698,535	Inc. in Gen. Mer.	698,535	1,218,553	1,973,179	3,91
752	Mixed	1,752	18,834	Mixed	18,834	2·33	1·57	0·89	- -	- -	217	586	648	10	1,461	65	- -	1,526	Included in Gen. Mer.				957	957	2
404	109,754	412,158	7,132,467	7,024,757	14,157,224	- -	- -	- -	- -	- -	405,415	693,398	585,330	27,357	1,711,500	175,803	52,563	1,939,866	56,091	698,535	- -	698,535	1,219,510	1,974,136	3,91
121	223	4,344	98,904	5,795	104,699	2·60	1·60	1·00	- -	- -	4,149	10,854	467	138	15,608	572	46	16,226	- -	684	1,081	1,765	- -	1,765	17
152	180,698	442,850	4,279,489	3,947,639	8,227,128	1·62	1·30	0·80	- -	- -	177,836	226,080	439,740	44,943	888,599	78,466	5,507	972,572	28,323	235,512	Incd in Mer.	235,512	1,181,261	1,445,096	2,41
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,219	4,332	6,551	218	6,769	6
02	15,067	20,669	100,528	138,384	238,912	2·09	1·57	0·99	- -	- -	753	954	8,280	258	10,245	42	214	10,501	379	24,595	9,171	33,766	10,826	44,971	55
d	8,152	8,152	Mixed	99,283	99,283	2·70	1·80	0·90	- -	- -	38	137	2,527	- -	2,702	- -	- -	2,702	- -	17,884	8,691	26,575	8,525	35,100	37

† Exclusive of 9,032*l.* for Canal, 4,813*l.* for Rents, and 296*l.* for Tolls.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1866.	Length of Line open on 31st December 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.				Live Stock.			Minerals.			
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.		Carriages.	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.	
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	T
London and North-Western - - (Including the "Birmingham, Wolverhampton, and Stour Valley," "Buckinghamshire," "Cannock Mineral," "Central Wales," "Central Wales Extension," "Chester and Holyhead and Branches," "Cromford and High Peak," "Kendal and Windermere," "Knighton," "Lancaster and Carlisle," "North Union," "Shropshire Union," "South Leicestershire," "South Staffordshire & Branches," Warrington and Stockport," "Watford and Rickmansworth," and half of the 'Birkenhead and Branches,' "Ludlow and Cleehill," "Shrewsbury and Hereford," "Tenbury," and part of the "West London," and "West London Extension.")	1,322	1050	283	1333	2,900,480	9,124,222	13,885,732	25,910,434*	9,022	12,603	32,144	34,884	500,453	1,491,776	465,019	No separate account kept		11,674,347	4,6
London and South-Western - - (Including the "Bishop's Waltham," "Devon and Cornwall" "Exeter and Crediton," "Lymington," "Mid Hants," "Ringwood, Christchurch, and Bournemouth," "Salisbury and Dorset," "Salisbury Railway and Market House," "Salisbury and Yeovil," "Staines, Wokingham and Woking," "Stokes Bay Railway and Pier," and half the "Weymouth and Portland," and part of the "West London Extension.")	602	368	237	605	2,608,570	5,951,123	3,507,891	12,067,584	10,668	3,913	19,705	31,692	54,011	293,860	23,663	526,644	- -	526,644	99
London, Brighton, and South Coast - - (Including the "Bognor," "Mid Sussex and Midhurst," and part of the "Victoria Station and Pimlico," and "West London Extension.")	296	242	75	317	2,232,019	3,147,688	12,279,882	17,659,589	8,181	8,365	18,097	26,192	17,936	142,740	12,754	490,627	159,780	650,407	65
London, Chatham, and Dover - - - (Including the "Crystal Palace and South London Junction," "Kent Coast," "Mid-Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of "Victoria Station and Pimlico.")	133	127	8	135	1,075,771	1,657,126	9,545,588	12,278,485	4,608	649	3,181	8,708	3,258	42,272	1,436	Not classified			36
Londonderry (Seaham to Sunderland) - (Private Property.)	7	6	1	7	5,146	14,870	193,789	213,805	12	- -	- -	135	- -	- -	- -	718,394	76,488	794,882	
London, Tilbury, and Southend - - (Including the traffic over it by the "Great Eastern," and the "North London.")	44	41	3	44	290,447	414,185	884,540	1,589,172	441	56	492	1,805	47,787	73,555	10,181	7,513	- -	7,513	9
Lowestoft - - -	*Included in the Great Eastern Return.*																		
Ludlow and Clee Hill -	*Worked by the London and North-Western and Great Western.*																		
Lymington - -	*Worked by the London and South-Western.*																		
Lynn and Hunstanton -	*Worked by the Great Eastern.*																		
Manchester and Milford	27	- -	41	41	3,272	5,515	88,419	97,206	1	- -	- -	470	948	705	5,783	7,634	19,974	27,608	
Manchester, Buxton, Matlock, and Midlands Junction -	*Leased to the London and North-Western and Midland, and Worked by the Midland.*																		
Manchester, Sheffield, and Lincolnshire - (Including the "South Yorkshire and River Dun.")	246	209	37	246	238,958	729,805	4,672,607	5,641,370	1,234	538	4,367	7,897	78,562	171,874	73,022	2,588,503	49,830	2,638,333	1,6
Manchester, South Junction, and Altrincham (Joint Property of the "London and North-Western" and "Manchester, Sheffield, and Lincolnshire.")	9	9	- -	9	408,056	269,636	1,338,432	2,016,124	1,134	86	825	3,128	42,386	185,746	30,399	144,863	281,206	426,069	30
Marlborough - - -	*Worked by the Great Western.*																		
Maryport and Carlisle -	28	28	10	38	12,386	66,712	135,621	214,719	60	No account kept.			8,243	35,859	1,106	540,275	170,675	710,950	8
Mellis and Eye - -	*Worked by the Great Eastern.*																		
Metropolitan - - -	5	5	- -	5	1,951,911	3,799,000	16,447,147	22,198,058	8,683	31	471	747	1,353	486	124	64,447	5,449	69,896	2
Mid Hants - -	*Worked by the London and South-Western.*																		
Mid Kent (Bromley to St. Mary's Cray) -	*Leased to the London, Chatham, and Dover.*																		

* These figures show Children as half passengers only.

Number of Trains Run.			Number of Miles Travelled by Trains. Not including the shunting of Trains and Engines.			Average Fares per Mile. Ordinary.			Average Fares per Mile. Express.		Receipts (Gross) from Passenger Traffic. Receipts from Passengers.					Receipts (Gross) from Passenger Traffic.			Receipts (Gross) from Goods Traffic.	Receipts (Gross) from Goods Traffic. Minerals.				
Passenger Trains.	Goods Trains.	Total.	By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	Total.	General Merchandise.	Total Receipts from Goods Traffic.
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£
21,540	364,506	786,046	10,802,332	11,467,210	22,269,542	1·84	1·32	0·93	2·50	2·00	754,831	828,407	762,082	47,615	2,392,935	286,739	141,651	2,821,325	198,146	no separate Acct. kept.		1,131,251	2,601,845	3,931,242
5,935	51,914	267,849	3,883,216	1,459,541	5,342,757	2·44	1·75	1·03	2·73	2·02	298,456	384,727	257,510	63,843	1,004,536	89,329	21,944	1,115,809	20,062	56,940	- -	56,940	393,597	470,599
2,398	49,923	302,321	3,628,319	700,357	4,328,676	1·95	1·46	0·91	2·51	1·95	255,279	250,978	310,711	68,225	885,193	44,150	2,020	931,363	5,870	50,123	14,347	64,470	190,316	260,656
,055	7,488	116,543	1,788,235	245,910	2,034,145	2·61	1·81	0·96	3·02	2·19	95,583	87,080	216,654	17,659	416,976	22,679	308	439,963	1,432	Not classified.			94,893	96,325
236	10,584	14,820	25,416	63,504	88,920	2·00	1·50	1·00	- -	- -	174	369	3,012	80	3,635	133	70	3,838	- -	14,719	1,011	15,730	435	16,165
416	810	16,226	245,001	44,800	289,801	1·08	0·76	- -	0·96	0·65	12,223	7,462	23,354	2,397	45,436	1,861	90	47,387	4,638	519	- -	519	10,156	15,313
48	Mixed	2,148	91,180	Mixed	91,180	2·74	1·74	0·99	- -	- -	503	455	3,383	3	4,344	150	- -	4,494	196	1,213	3,282	4,495	2,031	6,722
34	74,191	157,325	1,398,305	2,050,654	3,448,959	2·38	1·74	0·97	- -	- -	40,115	68,542	144,574	6,874	260,105	35,898	2,613	298,616	16,357	191,444	5,816	197,260	454,402	668,019
53	19,707	44,060	184,139	32,192	216,331	1·44	1·14	0·78	1·45	1·09	11,719	5,932	24,224	11,652	53,527	2,616	60	56,203	782	2,927	5,633	8,560	8,693	18,035
40	11,252	13,992	76,888	233,204	310,092	2·49	1·80	0·99	- -	- -	2,058	5,555	7,960	144	15,717	1,248	842	17,807	760	36,993	13,642	50,635	13,149	64,544
77	4,418	138,895	557,455	4,418	561,873	2·52	1·83	0·91	- -	- -	38,169	48,360	134,209	10,636	231,374	267	- -	231,641	20	537	69	606	275	901

† These receipts include the Traffic carried by the Company's Steamboats, of which no separate Account is kept.
‡ Exclusive of 39,579*l.* for steam receipts, and 4,106*l.* for tolls.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1866.	Length of Line open on 31st December 1867. Double.	Single.	Total.	PASSENGER TRAFFIC. Number of Passengers (exclusive of Holders of Season and Periodical Tickets). 1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.	Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	GOODS TRAFFIC. Live Stock. Cattle.	Sheep.	Pigs.	Minerals. Coal and Coke.	Other Minerals.	Total.	General Merchandise.
	M.	M.	M.	M.					No.	No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons
MIDLAND - - (Including the "North-Western," and the "Redditch," and half the "Furness and Midland," "Midland and Eastern," "Norwich and Spalding," and "Otley and Ilkley" Joint Lines.)	695	646	89	735	870,820	2,551,278	8,873,586	12,295,684	4,113									6,149,388	3,893,7
Evesham and Redditch	9	9	- -	9	1,849	15,722	25,591	43,162	2									8,735	7,63
Keighly and Worth Valley (from 15th April) - - -	- -	5	- -	5	3,646	6,259	173,589	183,494	4									11,554	4,96
Kettering, Thrapstone, and Huntingdon - -	26	- -	26	26	4,347	14,495	37,220	56,062	1	- - -	No account kept		- - -			No separate account kept		18,495	73,15
Manchester, Buxton, Matlock, and Midlands Junction -	12	12	- -	12	42,973	101,160	202,613	346,746	2									74,792	238,25
Peterborough, Wisbeach, and Sutton -	27	- -	27	27	7,768	10,991	116,040	134,799	- -									17,237	43,48
Stonehouse and Nailsworth (from 4th February) - -	- -	- -	6	6	4,655	26,014	33,942	64,611	4									10,759	15,02
Tewkesbury and Malvern (for 12 months ending 30th November 1867) -	11	11	- -	11	14,097	37,527	45,924	97,548	5									3,148	3,52
Total Midland - -	780	683	148	831	950,155	2,768,446	9,508,505	13,222,106	4,131	- -	- -	- -	- -	- -	- -	- -	- -	6,294,108	4,279,7
Midland and Eastern -	*Worked by the Great Northern and Midland.*																		
Midland Counties and South Wales - -	4	- -	4	4	3,728	15,815	14,999	34,542	1	3	12	30	- -	50	- -	6,948	350	7,298	4,30
Mid-Sussex and Midhurst Junction -	*Worked by the London, Brighton, and South Coast.*																		
Mid-Wales - - -	48	- -	48	48	5,673	11,452	155,319	172,444	- -	26	73	1,164	4,444	20,685	1,119	31,937	12,704	44,641	19,82
Milford - - -	*Worked by the Great Western.*																		
Monmouthshire Railway and Canal -	49	30	19	49	19,251	99,881	817,838	936,970	58	43	222	1,368	947	8,727	1,908	1,561,752	653,288	2,215,040	212,24
Moretonhampstead and South Devon - -	*Leased to the South Devon.*																		
Mowddwy - - -	- -	- -	7	7	217	271	6,417	6,905	- -	- -	- -	- -	- -	- -	- -	377	324	701	34
Much Wenlock and Severn Junction - -	*Worked by the Great Western.*																		
Nantwich and Market Drayton - - -	*Worked by the Great Western.*																		
Neath and Brecon - - (from 24th April.)	- -	- -	33	33	1,275	2,664	42,958	46,897	- -	2	5	43	1,897	800	- -	55,855	1,757	57,612	6,82
Newport Pagnell (from 2d September) -	- -	- -	4	4	1,521	3,353	25,491	30,365	- -	- -	- -	- -	418	324	52	3,186	- -	3,186	4,46
North and South Western Junction - -	5	4	1	5	159,523	769,766	2,068	931,357	63	- -	- -	- -	6,864	30,752	644	317,490	9,824	327,314	46,70
North-Eastern - - (Including the "Great North of England, Clarence, and Hartlepool," and the "Hull and Selby.")	1,218	765	474	1,239	915,872	3,319,198	9,041,206	13,276,276	4,969	2,413	23,443	30,980	231,905	1,060,942	133,952	12,981,355	3,417,633	16,398,988	4,445,74
Northern and Eastern -	*Leased to the Great Eastern.*																		
North London - -	12	12	- -	12	2,330,224	7,883,999	6,384,293	16,598,516	3,624	-	- -	- -	205,906	305,076	28,467	681,432	67,920	749,352	618,76
North Staffordshire -	150	117	40	157	218,348	647,362	1,704,746	2,570,456	243	No numbers kept.			13,304	22,983	14,292	713,222	673,815	1,387,037	512,90
North Union - - -	*Leased to the Lancashire and Yorkshire, and London and North-Western. Included in the London and North-Western's return.*																		
North-Western - -	*Leased to the Midland.*																		
Norwich and Spalding -	*Worked by the Great Northern and Midland.*																		
Nottingham and Grantham Railway and Canal	*Leased to the Great Northern.*																		
Oldham, Ashton-under-Lyne, and Guide Bridge Junction - -	5	5	- -	5	16,411	34,496	437,359	488,266	11	13	124	857	728	3,581	882	24,662	5,458	30,120	23,21
Pembroke and Tenby -	27	- -	- -	- -	No Return to the Order of the House.														
Penarth Harbour Dock and Railway - -	*Leased to the Taff Vale.*																		
Peterborough, Wisbeach, and Sutton - -	*Worked by the Midland.*																		
Potteries, Shrewsbury, and North Wales -	30	- -	30	*30	- - - - - Line closed for Passenger Traffic -								- - - -			2,623	842	3,465	602
Preston and Longridge Railway Joint Committee (late the Fleetwood, Preston, and West Riding Junction)	8	1	7	8	5,377	8,331	154,513	168,221	186	- -	- -	168	316	197	66	80,827	24,127	104,954	5,315
Preston and Wyre -	28	20	8	28	126,180	207,915	613,787	947,882	390	282	1,036	2,729	9,511	8,886†	6,954	105,741	48,658	154,399	104,982
Ramsey - -	*Worked by the Great Northern.*																		
Redditch - - -	*Worked by the Midland.*																		
Redruth and Chasewater	9	- -	9	9	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	44,223	32,725	76,948	5,175
Rhymney - -	25	3	22	25	1,982	7,527	141,194	150,703	1	Included in Parcels Traffic.			347	2,271	146	1,045,580	217,214	1,262,794	78,589

* Including 12 miles for Mineral Traffic.

† And 11,800 calves.

Number of Trains Run.			Number of Miles Travelled by Trains. (Not including the shunting of Trains and Engines.)			Average Fares per Mile. Ordinary.			Average Fares per Mile. Express.		Receipts (Gross) from Passenger Traffic. Receipts from Passengers.					Receipts (Gross) from Passenger Traffic.			Receipts (Gross) from Goods Traffic.						
Passenger Trains.	Goods Trains.	Total.	By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Minerals. Coal and Coke.	Minerals. Other Minerals.	Minerals. Total.	General Merchandise.	Total Receipts from Goods Traffic.	Total Receipts from All
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
02,186	191,202	393,388	5,362,969	7,294,223	12,657,192	2·14	1·59	0·97	- -	- -	170,996	206,021	408,943	18,498	894,458	93,674	44,293	1,032,425	40,032	No separate account kept.		688,044	1,311,196	2,039,272	3,07
2,518	626	3,144	23,921	5,947	29,868	2·19	1·61	0·96	- -	- -	111	529	557	13	1,210	66	- -	1,276	9			295	848	1,152	2
2,796	4,379	7,175	9,509	2,888	12,397	3·08	2·03	0·91	- -	- -	146	368	1,571	9	2,094	25	- -	2,119	- -			154	104	258	2
1,878	1,894	3,772	53,053	43,956	97,009	2·18	1·62	0·98	- -	- -	639	1,181	1,375	3	3,198	447	- -	3,645	413			1,042	6,032	7,487	11
5,656	5,372	11,028	67,872	64,194	132,066	2·25	1·69	0·97	- -	- -	2,596	4,471	5,273	3	12,343	514	- -	12,857	563			4,469	15,998	21,030	33
1,878	1,252	3,130	53,053	43,956	97,009	2·13	1·61	0·98	- -	- -	874	977	3,290	- -	5,141	235	- -	5,376	614			680	4,469	5,763	11
1,716	1,716	3,432	9,867	9,867	19,734	2·20	1·65	0·96	- -	- -	207	603	401	4	1,215	79	- -	1,294	83			348	1,777	2,208	3
2,676	575	3,251	32,112	6,900	39,012	2·18	1·63	0·96	- -	- -	937	1,198	876	11	3,022	133	- -	3,155	8			109	421	533	3
21,304	207,016	428,320	5,612,356	7,471,931	13,084,287	- -	- -	- -	- -	- -	176,506	305,348	422,286	18,541	922,681	95,173	44,293	1,062,147	41,722	- -	- -	695,444	1,340,845	2,077,708	3,139
3,848	Mixed	3,848	16,354	Mixed	16,354	3·00	2·00	1·25	- -	- -	150	400	338	2	890	72	25	987	1	402	16	418	743	1,162	2
2,362	1,492	3,854	114,327	66,145	180,472	2·34	1·65	0·95	- -	- -	1,102	1,357	7,504	- -	9,963	421	490	10,874	561	4,502	2,164	6,666	5,945	13,172	24
16,140	44,756	60,896	169,449	372,284	541,733	2·52	1·49	0·94	- -	- -	1,241	3,202	16,615	248	21,306	1,170	148	22,624	203	57,114	42,595	99,709	27,588	127,500	150
616	Mixed	616	4,158	Mixed	4,158	2·53	1·67	0·98	- -	- -	13	11	116	- -	140	7	- -	147	- -	19	18	37	70	107	
1,370	Mixed	1,370	45,210	Mixed	45,210	2·50	1·50	1·00	- -	- -	285	332	2,133	- -	2,750	65	50	2,865	98	Included in Genl Merchandize.			3,216	3,314	6
1,728	Mixed	1,728	6,912	Mixed	6,912	2·01	1·75	0·87	- -	- -	60	88	309	- -	457	26	- -	483	14	159	- -	159	533	706	1
48,101	6,651	54,752	104,130	26,839	130,969	1·71	1·14	1·00	- -	- -	1,844	5,919	11	99	7,873	33	- -	7,906	74	5,235	246	5,481	1,756	7,311	15
15,072	325,641	540,713	4,853,954	10,694,145	15,548,099	2·03	1·47	0·87	- -	- -	173,246	273,461	427,352	25,389	899,448	120,540	41,668	1,061,656	62,647	1,083,376	360,821	1,444,197	1,235,720	2,742,564	3,804
68,583	35,252	203,835	850,576	208,760	1,059,336	1·44	0·96	0·96	- -	- -	42,008	94,629	77,545	9,459	223,641	- -	- -	223,641	3,811	42,661	1,415	44,076	59,396	107,283	330,
43,937	34,046	77,983	643,003	623,721	1,266,724	2·00	1·50	0·98	- -	- -	15,101	30,585	50,679	1,544	97,909	7,582	1,000	106,491	2,241	65,049	61,648	126,697	103,104	232,042	‡338,
13,935	1,530	15,465	86,892	8,380	95,272	2·10	1·58	0·95	- -	- -	761	778	6,240	15	7,794	207	20	8,021	7	1,002	175	1,177	2,024	3,208	11,
No Trains run. Traffic hauled by Locomotive engaged in Construction Work.						- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	146	52	198	74	272	
3,058	3,756	6,814	21,406	13,044	34,450	1·63	1·21	0·71	- -	- -	202	230	2,400	184	3,016	126	1	3,143	11	1,986	1,662	3,648	655	4,314	7,
14,208	5,218	19,426	171,919	92,056	263,975	1·43	1·18	0·58	- -	- -	11,562	12,327	22,150	1,833	47,872	2,508	400	50,780	565	5,409	- -	5,409	27,361	33,335	84,
- -	2,458	2,458	- -	26,753	26,753	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,354	4,956	10,310	514	10,824	10,
2,088	5,937	8,025	53,925	365,941	419,866	2·06	1·53	0·98	- -	- -	168	445	3,744	3	4,360	104	Nil.	4,464	58	35,229	17,643	52,872	10,631	63,561	68,

‡ Exclusive of 22,621*l.*, the share of traffic carried over the line by the London and North-Western, and 5,082*l.* for Rents and Tolls for Sidings.

§ Including pilotage.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1866.	Length of Line open on 31st December 1867. Double.	Single.	Total.	PASSENGER TRAFFIC. Number of Passengers (exclusive of Holders of Season and Periodical Tickets). 1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.	Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	GOODS TRAFFIC. Live Stock. Cattle.	Sheep.	Pigs.	Minerals. Coal and Coke.	Other Minerals.	Total.	General Merchandize.
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Ringwood, Christchurch, and Bournemouth	*Worked by the London and South-Western.*																		
Royston and Hitchin	*Leased to the Great Northern.*																		
Saffron Walden	*Worked by the Great Eastern.*																		
Salisbury and Dorset Junction	*Worked by the London and South-Western.*																		
Salisbury and Yeovil	*Leased to the London and South-Western.*																		
Saundersfoot Railway and Harbour	7	- -	7	7	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	38,272	11,442	49,714	- -
Sevenoaks, Maidstone, and Tunbridge	*Worked by the London, Chatham, and Dover.*																		
Severn Valley	*Leased to the Great Western.*																		
Shrewsbury and Hereford	*Included in the Great Western, and London and North-Western Returns.*																		
Shropshire Union Railways and Canal	*Leased to the London and North-Western.*																		
Sirhowy	14	- -	14	14	1,049	5,435	98,658	105,142	- -	2	3	6	40	110	- -	285,306	118,103	403,409	23,20
Sittingbourne and Sheerness	*Leased to the London, Chatham, and Dover.*																		
Somerset and Dorset	66	- -	66	66	32,103	186,322	101,855	320,280	32	Included with Parcels Traffic			8,843	21,821	2,463	- -	- -	92,163	97,05
South Devon (Including the "Dartmouth and Torbay," "Launceston and South Devon," and "Moretonhampstead and South Devon.")	112	34	78	112	131,685	532,117	992,935	1,656,737	316	511	1,782	4,517	7,156	14,960	750	57,352	76,144	133,496	212,90
*South-Eastern (Including the "London and Greenwich.")	308	295	13	308	2,085,452	3,743,105	14,115,992	19,944,549	4,002	2,674	8,528	21,865	35,303	219,628	6,504	247,749	- -	247,749	799,15
South Leicestershire	*Worked by the London and North-Western.*																		
South Staffordshire	*Leased to the London and North-Western.*																		
South Yorkshire and River Don	*Leased to the Manchester, Sheffield, and Lincolnshire.*																		
Stafford and Uttoxeter	- -	- -	- -	- -	No Return to the Order of the House.														
Staines, Wokingham, and Woking	*Leased to the London and South-Western.*																		
Stamford and Essendine	4	4	8	12	7,033	25,054	52,075	84,162	2	52	343	359	1,474	18,156	5,491	5,494	6,091	11,585	8,515
Stokes Bay Railway and Pier	*Worked by the London and South-Western.*																		
Stonehouse and Nailsworth	*Leased to the Midland.*																		
Stourbridge	*Worked by the Great Western.*																		
Stratford-upon-Avon	*Worked by the Great Western.*																		
Swansea Vale	20	- -	20	20	2,513	7,537	151,364	161,414	1	- -	- -	170	- -	- -	- -	486,520	112,802	599,322	57,644
Taff Vale (Including the "Aberdare," "Dare Valley," "Llantrissant and Taff Vale Junction," and "Penarth Harbour, Dock, and Railway.")	73	51	22	73	21,954	47,271	790,971	860,196	491	35	37	789	786	13,637	228	3,381,045	311,617	3,692,662	216 419
Cowbridge	- -	- -	- -	- -	No Return to the Order of the House.														
Total Taff Vale																			
†Talyllyn	- -	- -	7	7	74	- -	11,490	11,564	- -	- -	- -	- -	- -	- -	- -	563	4,284	4,847	- -
Tenbury	*Leased to the Great Western and London and North-Western.*																		
Tenbury and Bewdley	*Worked by the Great Western.*																		
Tendring Hundred / *Tendring Hundred Extension*	*Worked by the Great Eastern.*																		
Tewkesbury and Malvern	*Worked by the Midland.*																		
Trent, Ancholme, and Grimsby	14	13	1	14	2,712	4,171	35,213	42,096	5	1	14	65	673	1,513	68	311,085	86,764	397,849	21,592
Vale of Clwyd	10	- -	10	10	20,998	34,541	127,152	182,691	23	22	41	302	7,466	4,925	11,966	15,908	- -	15,908	15,229
Vale of Llangollen	*Worked by the Great Western.*																		
Vale of Towy	*Leased to the Llanelly.*																		
Victoria Station and Pimlico	*Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and the Great Western.*																		
Wallingford and Watlington	*Worked by the Great Western.*																		
Ware, Hadham, and Buntingford	*Worked by the Great Eastern.*																		
Warrington and Stockport	*Included in the London and North-Western.*																		

* This Return is for the year ending 31st January 1868.

† This Return is for 12 months ending 30th September 1867.

Number of Trains Run.			Number of Miles Travelled by Trains. (Not including the shunting of Trains and Engines.)			Average Fares per Mile. Ordinary.			Average Fares per Mile. Express.		Receipts (Gross) from Passenger Traffic. Receipts from Passengers.					Receipts (Gross) from Passenger Traffic.			Receipts (Gross) from Goods Traffic.						Total Receipts from all Sources of Traffic.
	Goods Trains.	Total.	By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Minerals. Coal and Coke.	Minerals. Other Minerals.	Minerals. Total.	General Merchandise.	Total Receipts from Goods Traffic.	
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	339	249	588	- -	588	588
5	8,422	11,967	50,248	73,337	123,585	2·05	1·75	1·00	- -	- -	92	201	2,700	- -	2,993	112	- -	3,105	9	10,268	5,173	15,441	6,617	22,067	25,172
7	4,273	19,870	228,576	125,274	353,850	2·25	1·65	0·99	- -	- -	3,390	10,178	4,558	160	18,286	1,439	90	19,815	1,109	Included in Genl. Merchandise.			37,617	38,726	58,541
9	5,313	23,432	495,454	153,431	648,885	2·53	1·75	0·99	2·88	1·90	26,911	49,721	64,993	1,747	143,372	18,443	7,514	169,329	1,025	4,767	12,476	17,243	42,421	60,689	230,018
91	21,910	197,201	3,137,804	726,496	3,864,300	1·99	1·42	0·84	2·51	1·91	319,514	241,102	348,776	61,349	970,741	63,778	34,657	1069176	11,625	34,857	- -	34,857	273,631	320,113	1,389,289
2	Mixed	7,862	37,385	Mixed	37,385	3·00	2·00	1·00	- -	- -	340	792	895	5	2,032	292	7	2,331	181	279	238	517	1,242	1,890	4,221
2	4,688	6,850	26,327	40,428	66,755	2·57	1·72	0·96	- -	- -	167	325	3,284	15	3,791	193	- -	3,984	- -	12,160	3,269	15,429	5,059	20,488	24,472
3	57,148	73,771	157,238	976,292	1,133,530	2·06	1·56	1·03	- -	- -	2,261	3,066	28,248	837	34,412	- -	1,000	35,412	353	257,201	15,802	273,003	34,738	308,094	343,506
0	- -	1,200	7,950	- -	7,950	1·81	- -	0·90	- -	- -	5	-	260	- -	265	63	- -	328	- -	84	1,049	1,133	- -	1,133	1,461
8	5,487	6,930	20,901	54,734	75,635	2·22	1·54	0·93	- -	- -	291	301	975	8	1,575	103	- -	1,678	108	8,660	3,908	12,577	2,622	15,307	16,985
5	656	4,441	37,850	6,560	44,410	2·23	1·70	0·96	- -	- -	1,117	1,402	3,192	65	5,776	364	15	6,155	261	552	- -	552	2,295	3,108	9,263

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1866.	Length of Line open on 31st December 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					Number of Passengers (exclusive of Holders of Season and Periodical Tickets).								Live Stock.			Minerals.			
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.	Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.	
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	
Watford and Rickmansworth	*Worked by the London and North-Western.*																		
Wellington and Drayton	*Worked by the Great Western.*																		
Wellington and Severn Junction	*Leased to the Great Western.*																		
West Cornwall Committee	42	1	41	42	15,872	105,671	185,862	307,405	38	32	133	484	1,101	4,090	85	79,854	21,044	100,898	4
West London	*Leased to the Great Western and London and North-Western.*																		
West London Extension	*Line used by the London and North-Western, Great Western, London and South-Western, and the London, Brighton, and South Coast.*																		
West Norfolk Junction	*Worked by the Great Eastern.*																		
West Somerset	*Leased to the Bristol and Exeter.*																		
West Somerset Mineral	12	- -	12	12*	166	6,952	4,741	11,859	- -	- -	- -	- -	- -	- -	8	4,035	24,128	28,163	
Weymouth and Portland	*Worked by the London and South-Western and the Great Western.*																		
Whitehaven, Cleator, and Egremont	18	4	14	18	9,809	- -	131,112	140,921	29	- -	- -	170	200	300	50	119,624	778,112	897,736	1
Willoughby D'Eresby's, Lord (Edenham to Little Bytham) (Private Property.)	4	- -	4	4	15	269	672	956	- -	6	11	4	342	3,270	7	2,660	- -	2,660	
Witney	*Worked by the Great Western.*																		
Wivenhoe and Brightlingsea	*Worked by the Great Eastern.*																		
Wrexham, Mold, and Connah's Quay	10	- -	10	10	2,227	12,300	77,184	91,711	2	- -	- -	73	- -	37	- -	73,288	24,401	97,689	1
Buckley	-	- -	5	5	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	32,920	22,257	55,177	
Total Wrexham, Mold, and Connah's Quay	*10*	- -	*15*	*15*	*2,227*	*12,300*	*77,184*	*91,711*	*2*	- -	- -	*73*	- -	*37*	- -	*106,208*	*46,658*	*152,866*	
Total England and Wales	9,701	6378	3659	10037	27093001	71720368	151785613	250598982	84,418	47,896	204,524	335,700	2,310,368	7,171,412	1,389,582	43936443	12891296	74907946	40

* 7 miles only for Passenger Traffic.

UMBER OF AINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS. Not including the shunting of Trains and Engines.			AVERAGE FARES per Mile. Ordinary.			Ex-press.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC. Receipts from Passengers.								RECEIPTS (GROSS) FROM GOODS TRAFFIC. Minerals.					
Goods Trains.	Total.	By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	Total.	General Merchandise.	Total Receipts from Goods Traffic.
					d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£
4,873	8,027	81,134	45,210	126,344	2·52	1·77	1·00	- -	- -	2,108	6,407	7,540	251	16,306	3,255	1,581	21,142	184	9,148	2,808	11,956	6,848	18,988
- -	- -	- -	- -	- -	1·92	1·44	0·96	- -	- -	5	145	65	- -	215	- -	-	215	- -	446	3,411	3,857	620	4,477
11,378	13,562	41,393	96,717	138,110	2·01	- -	1·05	- -	- -	278	- -	2,312	69	2,659	142	- -	2,801	20	5,746	34,636	40,382	1,280	41,682
Mixed	936	3,861	Mixed	3,861	2·00	1·66	1·20	- -	- -	1	9	14	- -	24	17	- -	41	17	170	- -	170	122	309
504	2,116	14,508	3,744	18,252	2·37	1·55	1·00	- -	- -	109	321	1,401	5	1,836	46	- -	1,882	1	Included in Gen[l] Merchandise.			6,455	6,456
1,332	1,332	- -	6,240	6,240	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,973	4,973
1,836	*3,448*	*14,508*	*9,984*	*24,492*	- -	- -	- -	- -	- -	*109*	*321*	*1,401*	*5*	*1,836*	*46*	- -	*1,882*	*1*	- -	- -	- -	*11,428*	*11,429*
1930964	5224846	61572474	60491467	122063941	- -	- -	- -	- -	- -	3391567	4454099	5202028	486,587	13534281	1,265,395	408,454	15208130	603017	3839426	814,379	6481635	11105440	18190092

SCOTLAND. - - - - -

RETURNS by the several RAILWAY COMPANIES in SCOTLAND, showing the TRAFFIC upon thei

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1866.	Length of Line open on 31st December 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).								LIVE STOCK.			MINERALS.			
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.	Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Ton
Aboyne and Braemar -	*Worked by the Great North of Scotland.*																		
Alyth - - -	*Leased to the Caledonian.*																		
Arbroath and Forfar -	*Leased to the Caledonian.*																		
Ayr and Maybole - -	*Worked by the Glasgow and South-Western.*																		
Berwickshire - -	*Worked by the North British.*																		
Blane Valley - -	*Worked by the North British.*																		
Busby - - -	*Worked by the Caledonian.*																		
*CALEDONIAN - - (Including the "Alyth," "Arbroath and Forfar," "Busby," "Crieff and Methven Junction," "Greenock and Wemyss Bay," "Montrose and Bervie," and "Portpatrick.")	675	412	270	682	1073010	533,502	7,549,238	9,155,750	7,931	Cannot be given.			229,328	836,007	27,566	- -	- -	5,966,072	1,791,
Carlisle and Silloth Bay	*Leased to the North British.*																		
Crieff and Methven Junction - - -	*Worked by the Caledonian.*																		
Deeside - - - *Deeside Extension* -	*Leased to the Great North of Scotland.*																		
Devon Valley - -	*Worked by the North British.*																		
Edinburgh and Bathgate	*Leased to the North British.*																		
Esk Valley - - -	*Leased to the North British.*																		
Findhorn - -	*Worked by the Highland.*																		
*Forth and Clyde Junction	30	- -	30	30	12,017	- -	85,160	97,177	90	43	79	397	1,365	11,722	79	48,034	18,919	66,953	33,4
Glasgow and Milngavie Junction - -	*Worked by the North British.*																		
GLASGOW and SOUTH-WESTERN* - - (Including the "Kilmarnock and Troon," and one half of the Glasgow and Paisley Joint Line.)	249	176	73	249	273,049	481,923	2,019,707	2,774,679	895	No account kept.			Numbers cannot be given as these Companies count by Waggon Loads.			No separate account kept.		2,537,645	408,7
Ayr and Maybole Junction* - -	5	- -	5	5	8,225	25,543	62,317	96,085	46									12,594	24,5
Total Glasgow and South-Western -	*254*	*176*	*78*	*254*	*281,274*	*507,466*	*2,082,024*	*2,870,764*	*941*	- -	- -	- -	- -	- -	- -	- -	- -	*2,550,239*	*433,3*
GREAT NORTH of SCOTLAND* - - (Including the "Deeside and Deeside Extension.")	256	6	251	257	174,092	Nil.	1,212,701	1,386,793	2,872	387	661	4,497	54,709	59,522	4,625	90,790	67,583	158,373	219,4
*Aboyne and Braemar -	11	- -	11	11	9,935	Nil.	31,599	41,534	18	25	23	50	93	541	2	1,843	792	2,635	6,3
†Banffshire - - -	- -	- -	- -	- -	6,589	Nil.	43,751	50,340	91	3	9	55	1,584	912	19	1,593	1,113	2,706	8,4
‡Morayshire - - -	22	- -	22	22	10,299	Nil.	104,419	114,718	546	20	10	220	2,180	2,184	255	15,707	4,599	20,306	26,4
Total Great North of Scotland - -	*289*	*6*	*284*	*290*	*200,915*	*Nil.*	*1,392,470*	*1,593,385*	*3,527*	*435*	*703*	*4,822*	*58,566*	*63,159*	*4,901*	*109,933*	*74,087*	*184,020*	*260,6*
Greenock and Wemyss Bay - - -	*Worked by the Caledonian.*																		
HIGHLAND - - -	239	7	232	239	136,549	59,691	742,133	938,373	927	643	1,185	8,626	26,392	184,753	9,695	55,366	38,032	93,398	150,3
Findhorn - -	3	- -	3	3	955	Nil.	18,922	19,877	50	- -	- -	5	- -	- -	- -	5,069	750	5,819	4,1
Total Highland - -	*242*	*7*	*235*	*242*	*137,504*	*59,691*	*761,055*	*958,250*	*977*	*643*	*1,185*	*8,631*	*26,392*	*184,753*	*9,695*	*60,435*	*38,782*	*99,217*	*154,4*
Kilmarnock and Troon -	*Leased to the Glasgow and South-Western.*																		
Leslie - - -	*Worked by the North British.*																		
Leven and East of Fife‡ -	19	- -	19	19	11,530	14,784	112,739	139,053	90	13	264	441	3,764	11,593	207	22,317	1,296	23,613	43,5
Montrose and Bervie -	*Worked by the Caledonian.*																		
Morayshire - -	*Worked by the Great North of Scotland.*																		

* This Return is for the year ending 31st January 1868.
† For 6 months ending 31st July 1867, after which date the Company was amalgamated with the Great North of Scotland.
‡ This Return is for 12 months ending 31st August 1867.

- - - - - SCOTLAND.

espective RAILWAYS in PASSENGERS and GOODS during the Year ended the 31st December 1867.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS. Not including the shunting of Trains and Engines.			AVERAGE FARES per Mile. Ordinary.			Ex-press.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC. Receipts from Passengers.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Minerals. Coal and Coke.	Minerals. Other Minerals.	Minerals. TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.	
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
,456	184,223	315,679	2,807,286	4,905,761	7,713,047	1·35	1·26	0·71	- -	- -	139,371	65,359	321,104	17,787	543,621	45,148	50,268	639,037	43,419	- -	- -	484,763	608,659	1,136,841	1,775,8
,372	1,285	2,657	41,151	38,563	79,714	1·98	- -	0·99	- -	- -	1,325	- -	4,032	145	5,502	56	- -	5,558	160	6,092	1,781	7,873	5,099	13,132	18,69
,560	64,383	99,943	1,097,006	1,744,428	2,841,434	1·82	1·35	0·90	- -	- -	35,089	35,768	93,369	6,870	171,096	14,330	5,198	190,624	10,291	No separate account kept.		212,687	158,100	381,078	571,70
,121	1,835	3,956	11,661	10,864	22,525	1·94	1·48	0·97	- -	- -	288	644	1,086	38	2,056	168	15	2,239	92			288	1,777	2,157	4,39
,684	66,218	103,899	1,108,667	1,755,292	2,863,959	- -	- -	- -	- -	- -	35,377	36,412	94,455	6,908	173,152	14,498	5,213	192,863	10,383	- -	- -	212,975	159,877	383,235	576,09
,337 xed	3,736	26,073	638,190 Mixed	163,783	801,973	1·71	- -	0·99	- -	- -	16,368	Nil.	57,959	3,098	77,425	3,805	3,904	85,134	6,490	11,804	8,212	20,016	61,261	87,767	172,90
,852	Mixed	1,852	20,437	Mixed	20,437	1·65	- -	1·00	- -	- -	534	Nil.	1,106	24	1,664	208	100	1,972	9	182	70	252	767	1,028	3,00
,400	Mixed	1,400	23,226	Mixed	23,226	1·70	- -	0·98	- -	- -	833	Nil.	1,316	65	1,714	66	25	1,805	73	119	70	189	1,545	1,807	3,61
,907	Mixed	3,907	62,880	Mixed	62,880	2·04	- -	0·98	- -	- -	539	Nil.	2,737	298	3,574	141	142	3,857	86	1,154	287	1,441	2,755	4,282	8,13
,496	3,736	33,232	744,733	163,783	908,516	- -	- -	- -	- -	- -	17,774	Nil.	63,118	3,435	84,377	4,220	4,171	92,768	6,658	13,259	3,639	21,898	66,328	94,884	187,65
,443	3,189	13,632	470,541	343,731	814,272	1·99	1·05	0·99	- -	- -	28,796	11,511	50,737	1,655	92,699	7,664	10,455	110,818	12,392	13,093	5,757	18,850	61,619	92,861	203,67
,304	Nil.	2,304	7,488	Nil.	7,488	1·99	Nil.	0·99	- -	- -	17	Nil.	175	8	200	4	- -	204	- -	177	33	210	209	419	62
747	3,189	15,936	476,029	343,731	821,760	- -	- -	- -	- -	- -	28,813	11,511	50,912	1,663	92,899	7,668	10,455	111,022	12,392	13,270	5,790	19,060	61,828	93,280	204,80
,130	Mixed	3,130	55,659	Mixed	55,659	2·62	2·09	0·95	- -	- -	862	813	3,823	125	5,623	934	168	6,725	315	2,050	112	2,162	5,260	7,737	14,46

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1866.	Length of Line open on 31st Dec. 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).								LIVE STOCK.			MINERALS.			
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.	Number of Holders of Season and Periodical Tickets	Carriages.	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.
	M.	*M.*	*M.*	*M.*						*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*Tons.*	*Tons.*	*Tons.*	*Ton*
NORTH BRITISH - - ("Including the "Berwickshire," "Blanee Valley," "Carlisle and Silloth Bay," "Devon Valley," "Edinburgh and Bathgate," "Esk Valley," "Glasgow and Milngavie Junction," "Leslie," "Peebles," "Port Carlisle Dock and Railway," and "St. Andrews.")	735	365	400	765	1168800	954,101	6,143,188	8,266,089	7,308	2,623	11,908	24,056	141,427	706,360	40,619	- -	- -	4,325,923	1,435,3
Peebles - - -	*Leased to the North British.*																		
Port Carlisle Dock and Railway - -	*Leased to the North British.*																		
Port Patrick - -	*Worked by the Caledonian.*																		
St. Andrews - -	*Worked by the North British.*																		
TOTAL SCOTLAND -	2,244	966	1316	2282	2885050	2,069,544	18125874	23080468	20,864	3,157	14,139	38,347	460,842	1,813,594	83,067	240,719	133,084	13216037	4,152,62

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS. Not including the shunting of Trains and Engines.			AVERAGE FARES per Mile. Ordinary.			AVERAGE FARES per Mile. Express.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC. Receipts from Passengers.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Minerals. Coal and Coke.	Minerals. Other Minerals.	Minerals. TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.	
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
13	170,272	345,085	2,556,456	3,653,112	6,209,568	2·16	1·62	0·96	- -	- -	130,105	90,755	281,485	20,518	522,863	47,767	8,672	579,302	27,591	- -	- -	348,795	476,388	852,774	1,432,07
395	428,923	819,618	7,791,981	10860242	18652223	- -	- -	- -	- -	- -	353,627	204,850	818,929	50,631	1428037	120,291	78,947	1627275	100918	34,671	16,322	1097526	1383439	2,581,883	4,209,158

IRELAND - - - - - -

RETURNS by the several RAILWAY COMPANIES in IRELAND, showing the TRAFFIC upon their respecti

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1866.	Length of Line open on 31st Dec. 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).								LIVE STOCK.			MINERALS.			
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.	Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Ton
Athenry and Tuam -	*Leased to the Midland Great Western of Ireland.*																		
Bagenalstown and Wexford - - -	21	- -	21	21	*Line closed since 1865. It has now become the property of the Waterford, New Ross, and Wexford Company.*														
Banbridge Junction -	*Leased to the Dublin and Belfast Junction.*																		
Banbridge, Lisburn, and Belfast - - -	*Leased to the Ulster.*																		
*Belfast and County Down	44	- -	44	44	58,337	164,088	304,877	527,302	1,602	68	352	619	13,592	6,345	1,177	14,911	59,808	74,719	44,99
BELFAST AND NORTHERN COUNTIES -	100	7	93	100	101,277	169,708	780,683	1,051,668	1,508	227	852	1,844	23,810	6,582	1,192	38,771	31,792	70,563	180,03
Carrickfergus and Larne	15	- -	15	15	7,629	16,311	95,350	119,290	72	15	24	181	1,982	122	69	740	Nil.	740	26,04
Londonderry and Coleraine - - -	36	- -	36	36	21,609	35,552	127,995	185,156	252	44	250	522	7,418	1,891	1,182	5,292	Nil.	5,292	35,65
Total, Belfast and Northern Counties	*151*	*7*	*144*	*151*	*180,845*	*221,571*	*1,004,028*	*1,356,117*	*1,839*	*286*	*1,426*	*2,547*	*33,210*	*8,595*	*2,448*	*44,803*	*31,792*	*76,595*	*241,72*
Belfast, Holywood, and Bangor - - -	13	- -	13	13	159,616	359,735	9,499	528,850	4,598	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Carrickfergus and Larne	*Worked by the Belfast and Northern Counties.*																		
CORK AND BANDON -	20	- -	20	20	9,705	44,552	83,155	137,412	- -	131	108	587	2,061	7,960	35,662	- -	- -	- -	39,67
Cork and Kinsale Junction - -	11	- -	11	11	No Return to the Order of the House.														
Total Cork and Bandon - - -	*31*	- -	*31*	*31*															
Cork and Kinsale Junction - - -	*Worked by the Cork and Bandon.*																		
Cork and Limerick Direct	*Worked by the Great Southern and Western of Ireland.*																		
Cork and Macroom Direct - - -	24	- -	25	25	9,799	18,083	128,645	156,527	107	34	123	514	3,035	8,499	16,091	4,831	4,473	9,304	8,34
†Cork, Blackrock, and Passage - - -	6	- -	6	6	83,234	145,387	310,675	539,296	596	- -	- -	626	- -	- -	- -	- -	- -	- -	-
Dublin and Belfast Junction - - - (Including the Banbridge Junction.)	63	56	7	63	49,281	73,210	174,456	296,947	5	298	1,808	2,027	17,071	10,023	9,217	Included in General Merchandise.			174,02
Dublin and Drogheda -	75	32	43	75	115,372	178,478	496,786	790,636	348	451	1,833	2,809	47,286	48,202	26,376	Not distinguished -			100,68
Dublin and Kingstown -	*Leased to the Dublin, Wicklow, and Wexford.*																		
Dublin and Meath -	35	- -	35	35	14,586	18,072	86,421	119,079	27	26	675	798	22,910	46,522	8,369	6,355	2,830	9,185	10,75
Dublin, Wicklow, and Wexford - - - (Including the Dublin and Kingstown.)	108	18	89	107	336,755	1,591,094	1,798,230	3,726,079	3,475	111	782	3,675	13,313	10,302	24,063	7,224	93,758	100,982	53,92
Enniskillen, Bundoran, and Sligo - -	*Worked by the Irish North-Western.*																		
Finn Valley - -	*Worked by the Irish North-Western.*																		
Great Northern and Western of Ireland -	*Worked by the Midland Great Western of Ireland.*																		
GREAT SOUTHERN AND WESTERN OF IRELAND - - -	420	191	229	420	284,640	384,844	1,051,863	1,721,347	- -	1,073	9,397	8,211	159,618	174,622	237,245	66,415	- -	66,415	370,251
Cork and Limerick Direct - -	17	- -	17	17	7,816	14,727	46,375	68,918	- -	34	425	380	3,871	8,835	17,183	2,261	- -	2,261	34,453
Total Great Southern and Western of Ireland -	*437*	*191*	*246*	*437*	*292,456*	*399,571*	*1,098,238*	*1,790,265*	- -	*1,107*	*9,822*	*8,591*	*163,489*	*183,457*	*254,428*	*68,676*	- -	*68,676*	*404,704*
IRISH NORTH-WESTERN (Including the Londonderry and Enniskillen.)	131	9	122	131	26,861	61,409	302,177	390,447	20	107	1,112	1,025	60,914	12,540	48,887	Not shown separately.			169,021
Clones and Cavan Branch - -	15	- -	15	15	2,227	3,846	25,839	31,912	- -	10	631	118	7,958	3,610	21,331				17,963
Enniskillen, Bundoran, and Sligo -	36	- -	36	36	4,986	9,727	58,905	72,718	- -	6	30	73	7,591	1,094	3,661				11,586
Finn Valley - -	13	- -	13	13	1,886	4,688	40,977	47,551	- -	7	26	144	4,430	1,009	3,944				10,879
Total Irish North-Western - -	*195*	*9*	*186*	*195*	*35,960*	*79,670*	*427,898*	*542,628*	*20*	*130*	*1,799*	*1,360*	*80,893*	*18,253*	*77,823*	- -	- -	- -	*209,448*

* This Return is for the year ending 31st January 1868.

† This Return is for the year ending 31st October 1867.

- - - - - - IRELAND.

AYS in PASSENGERS and GOODS during the Year ended 31st December 1867.

NUMBER OF TRAINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS. Not including the shunting of Trains and Engines.			AVERAGE FARES per Mile. Ordinary.			Ex-press.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC. Receipts from Passengers.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.	Minerals.					TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.	
					d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1,700	13,681	150,584	33,336	183,920	1·61	1·12	0·72	- -	- -	4,672	7,575	10,918	1,362	24,527	1,039	202	25,768	747	1,241	2,969	4,210	7,303	12,260	38,028
1,962	11,350	359,988	125,087	485,075	2·02	1·43	0·90	- -	- -	11,784	12,525	29,674	1,810	55,793	3,624	2,950	62,367	2,120	6,078	1,810	7,888	47,471	57,479	119,846
Mixed	2,330	33,072	Mixed	33,072	1·85	1·31	0·88	- -	- -	466	629	2,075	77	3,247	137	30	3,414	55	102	Nil.	102	1,732	1,889	5,303
634	7,092	86,437	20,880	107,317	1·96	1·47	0·94	- -	- -	2,564	2,427	5,077	354	10,422	478	1,300	12,200	371	610	Nil.	610	5,636	6,617	18,817
2,596	*20,772*	*479,497*	*145,967*	*625,464*	- -	- -	- -	- -	- -	*14,814*	*15,581*	*36,826*	*2,241*	*69,462*	*4,239*	*4,280*	*77,981*	*2,546*	*6,790*	*1,810*	*8,600*	*54,839*	*65,985*	*143,966*
-	10,851	84,909	- -	84,909	1·36	0·94	0·94	- -	- -	4,510	6,689	115	3,736	15,050	905	45	16,000	- -	- -	- -	- -	- -	- -	16,000
2,290	5,677	54,708	40,706	95,414	2·07	1·51	0·92	- -	- -	1,366	4,373	4,721	- -	10,460	762	1,350	12,572	1,505	- -	- -	- -	8,768	10,273	22,845
					- -	- -	- -	- -	- -															
33	2,182	53,236	7,779	61,015	1·70	1·15	0·75	- -	- -	985	937	4,861	142	6,925	209	- -	7,134	845	588	269	857	1,646	3,348	10,482
-	10,012	62,575	- -	62,575	1·79	1·38	0·81	- -	- -	2,227	2,871	3,630	1,033	9,761	296	25	10,082	- -	- -	- -	- -	- -	- -	10,082
1,417	8,992	205,668	76,197	281,865	2·30	1·72	0·98	- -	- -	16,648	14,199	14,165	- -	45,012	3,137	5,990	54,139	1,843	Included in General Merchandise.			22,541	24,384	78,523
1,620	15,506	319,997	50,171	370,168	1·56	1·16	0·75	- -	- -	16,165	15,832	21,633	1,072	54,702	4,070	4,710	63,482	4,530	- -	- -	- -	27,293	31,823	95,305
417	2,399	107,964	16,040	124,004	1·98	1·48	0·98	- -	- -	1,956	1,540	4,195	44	7,735	812	24	8,571	2,683	632	338	970	2,243	5,896	14,467
3,004	59,372	567,847	122,764	690,611	2·00	1·50	0·98	- -	- -	20,393	49,903	38,828	12,298	121,422	5,614	6,000	133,036	3,300	944	13,389	14,333	17,787	35,420	168,456
7,688	37,858	1,104,017	685,356	1,789,373	2·20	1·65	1·00	- -	- -	79,155	72,262	100,534	-	251,951	23,947	30,581	306,479	43,277	11,984	- -	11,984	158,514	213,775	520,254
624	2,496	47,338	15,446	62,784	1·98	1·41	0·81	- -	- -	1,229	1,682	2,923	- -	5,834	326	50	6,210	792	192	- -	192	6,091	7,075	13,285
8,312	*40,354*	*1,151,355*	*700,802*	*1,852,157*	- -	- -	- -	- -	- -	*80,384*	*73,944*	*103,457*	- -	*257,785*	*24,273*	*30,631*	*312,689*	*44,069*	*12,176*	- -	*12,176*	*164,605*	*220,850*	*533,539*
3,715	9,820	303,473	179,457	482,930	2·00	1·50	0·99	- -	- -	6,907	9,322	23,227	289	39,745	2,478	4,690	46,913	5,662	Not shown separately.			45,588	51,250	98,163
1,277	3,242	29,921	19,444	49,365	2·00	1·58	1·00	- -	- -	268	371	1,490	- -	2,129	231	- -	2,360	655				2,725	3,380	5,740
674	1,695	36,099	23,162	59,261	2·00	1·53	0·76	- -	- -	758	1,364	2,501	- -	4,623	225	- -	4,848	401				2,319	2,720	7,568
694	2,081	19,423	9,710	29,133	2·10	1·57	1·00	- -	- -	208	347	1,809	- -	2,364	111	- -	2,475	171				1,583	1,754	4,229
6,360	*16,838*	*388,916*	*231,773*	*620,689*	- -	- -	- -	- -	- -	*8,141*	*11,404*	*29,027*	*289*	*48,861*	*3,045*	*4,690*	*56,596*	*6,889*	- -	- -	- -	*52,215*	*59,104*	*115,700*

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1866.	Length of Line open on 31st Dec. 1867.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Live Stock.			Minerals.			
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.	
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	T
Kilkenny Junction -	*Worked by the Waterford and Kilkenny.*																		
Limerick and Castleconnell - - -	*Worked by the Waterford and Limerick.*																		
Limerick and Ennis -	*Worked by the Waterford and Limerick.*																		
Limerick and Foynes -	*Worked by the Waterford and Limerick.*																		
Londonderry and Coleraine - - -	*Worked by the Belfast and Northern Counties.*																		
Londonderry and Enniskillen - -	*Leased to the Irish North-Western.*																		
*Londonderry and Lough Swilly - -	15	- -	15	15	7,977	23.005	71,105	102,087	296	19	4	277	744	639	1,317	56	- -	56	5
MIDLAND GREAT WESTERN OF IRELAND -	245	115	130	245	66,470	120,989	445,446	632,905	97	152	2,277	3,115	124,835	223,354	166,311	18,586	605	19,191	176
Athenry and Tuam -	16	- -	16	16	2,606	5,531	19,888	28,025	- -	1	38	35	1,788	12,952	9,663	306	- -	306	10
Great Northern and Western of Ireland	83	- -	83	83	7,670	13,462	100,130	121,262	1	7	208	286	28,574	34,497	57,099	2,809	- -	2,809	41
Total Midland Great Western of Ireland	*344*	*115*	*229*	*344*	*76,746*	*139,982*	*565,464*	*782,192*	*98*	*160*	*2,523*	*3,436*	*155,197*	*270,803*	*233,073*	*21,701*	*605*	*22,306*	*228*
Newry and Armagh -	21	- -	21	21	17,378	33,479	119,036	169,893	- -	21	163	265	4,721	2,381	2,789	34,720	- -	34,720	51
Newry, Warrenpoint, and Rostrevor -	6	- -	6	6	18,371	18,290	92,688	129,349	47	2	2	82	635	821	3,359	17,990	- -	17,990	15
Portadown, Dungannon, and Omagh Junction -	*Leased to the Ulster.*																		
Rathkeale and Newcastle Junction -	*Worked by the Waterford and Limerick.*																		
ULSTER - - -	65	49	16	65	108,756	187,950	695,053	991,759	1,232	223	1,587	2,658	53,808	17,673	37,057	33,653	- -	33,653	179
Banbridge, Lisburn, and Belfast - -	15	- -	15	15	11,841	21,441	103,848	137,130	89	38	150	204	4,744	729	1,847	8,615	- -	8,615	19
Portadown, Dungannon, and Omagh Junction - -	41	- -	41	41	12,453	24,140	127,237	163,830	26	38	414	626	16,270	8,090	6,747	5,391	- -	5,391	44
Total Ulster - -	*121*	*49*	*72*	*121*	*133,050*	*233,531*	*926,138*	*1,292,719*	*1,347*	*299*	*2,151*	*3,488*	*74,822*	*26,492*	*45,651*	*47,659*	- -	*47,659*	*244*
WATERFORD AND KILKENNY -	31	- -	31	31	9,288	25,867	46,153	81,308	- -	43	181	330	4,680	19,025	71,019	12,106	- -	12,106	33
Kilkenny Junction - (From 1st June to 31st December 1867.)	19	- -	28	28	3,920	11,007	13,999	28,926	- -	2	37	140	613	3,306	7,752	1,349	- -	1,349	7,
Total Waterford and Kilkenny - -	*50*	- -	*59*	*59*	*13,208*	*36,874*	*60,152*	*110,234*	- -	*45*	*218*	*470*	*5,293*	*22,331*	*78,771*	*13,455*	- -	*13,455*	*40*
WATERFORD AND LIMERICK - - -	77	22	55	77	51,376	88,294	205,916	345,586	- -	205	2,143	1,790	28,906	40,361	166,434	22,063	- -	22,063	110
Limerick and Castleconnell - -	6	- -	6	6	7,626	6,448	43,900	57,974	- -	10	45	102	4,260	671	9,536	1,209	- -	1,209	10,
Killaloe Extension	7	- -	7	7	3,953	4,371	25,744	34,068	- -	11	47	107	4,276	672	9,536	1,173	- -	1,173	9,
Limerick and Ennis -	25	- -	25	25	8,576	10,043	63,715	82,334	- -	40	193	245	8,404	7,742	25,062	523	- -	523	14,
Limerick and Foynes	26	1	25	26	12,236	16,145	93,920	122,301	- -	34	111	215	8,663	1,919	22,361	3,928	- -	3,928	13,
Rathkeale and Newcastle Junction -	—	- -	10	10	3,555	6,412	46,844	56,811	- -	6	60	29	5,637	1,131	18,552	3,146	- -	3,146	9,
Total Waterford and Limerick -	*141*	*23*	*128*	*151*	*87,322*	*131,743*	*480,039*	*699,074*	- -	*306*	*2,599*	*2,488*	*60,146*	*52,496*	*251,481*	*32,042*	- -	*32,042*	*162,*
Waterford and Tramore -	8	- -	8	8	98,889	- -	113,091	211,980	111	- -	- -	428	20	- -	544	745	1,374	2,119	
West Cork - -	- -	- -	- -	- -	No Return to the Order of the House.														
TOTAL IRELAND -	1,909	500	1428	1928	1747657	3,910,385	8,350,621	14008663	14,509	3,494	26,088	35,087	698,433	724,121	1072634	315,168	194,640	509,808	2,042

* This Return is for the year ending 31st January 1868.

BER OF NS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS. Not including the shunting of Trains and Engines.			AVERAGE FARES per Mile. Ordinary.			Ex-press.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC. Receipts from Passengers.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.	Minerals.					ALL
Goods Trains.	Total.	By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	Total.	General Merchandise.	Total Receipts from Goods Traffic.	Total Receipts from All Sources of Traffic.
					d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Mixed	1,189	31,436	Mixed	31,436	1·78	1·15	0·75	- -	- -	457	734	1,657	- -	2,848	99	- -	2,947	70	7	- -	7	823	900	3,847
4,976	17,887	715,622	455,209	1,170,831	2·15	1·70	1·00	- -	- -	25,213	27,654	54,993	622	108,482	8,924	14,870	132,276	40,745	4,295	91	4,386	79,959	125,090	257,366
46	2,609	39,721	710	40,431	2·34	1·68	0·97	- -	- -	292	420	838	- -	1,550	80	50	1,680	403	28	- -	28	1,189	1,620	3,300
988	2,398	82,437	75,297	157,734	2·23	1·67	0·99	- -	- -	2,622	2,821	10,379	5	15,827	1,191	2,469	19,487	6,549	306	- -	306	12,699	19,554	39,041
6,010	22,894	637,780	531,216	1,368,996	- -	- -	- -	- -	- -	28,127	30,895	66,210	627	125,859	10,195	17,389	153,443	47,697	4,629	91	4,720	93,847	146,264	299,707
1,248	5,361	60,184	10,296	70,480	1·96	1·44	0·93	- -	- -	902	1,211	2,943	- -	5,056	229	10	5,295	268	2,861	- -	2,861	5,545	8,674	13,969
-	5,676	34,056	- -	34,056	1½	1	¾	- -	- -	959	708	2,374	143	4,184	93	- -	4,277	51	750	- -	750	1,693	2,494	6,771
3,903	12,108	307,105	151,230	458,335	2·01	1·51	0·98	- -	- -	12,506	15,153	31,751	2,057	61,467	3,576	4,869	69,912	5,294	4,039	- -	4,039	52,495	61,828	131,740
664	3,415	41,910	10,097	52,007	2·04	1·59	0·96	- -	- -	803	1,046	3,066	107	5,022	233	62	5,317	164	620	- -	620	2,498	3,282	8,599
1,353	4,583	108,358	46,403	154,761	2·04	1·55	0·97	- -	- -	2,358	2,928	6,601	52	11,939	659	869	13,467	1,130	520	- -	520	9,855	11,505	24,972
5,020	20,106	457,373	207,730	665,103	- -	- -	- -	- -	- -	15,667	19,127	44,418	2,216	78,428	4,468	5,800	88,696	6,588	5,479	- -	5,479	64,848	76,615	165,311
681	2,659	61,318	21,111	82,429	2·36	1·69	0·99	- -	- -	2,035	3,668	2,753	- -	8,456	484	537	9,477	4,109	2,373	- -	2,373	7,989	14,471	23,948
371	1,721	39,150	10,459	49,609	2·43	1·77	1·00	- -	- -	706	1,213	852	- -	2,771	79	10	2,860	290	155	- -	155	1,056	1,501	4,361
1,052	4,380	100,468	31,570	132,038	- -	- -	- -	- -	- -	2,741	4,881	3,605	- -	11,227	563	547	12,337	4,399	2,528	- -	2,528	9,045	15,972	28,309
1,780	4,764	210,435	94,611	305,046	2·20	1·66	1·00	- -	- -	8,047	11,549	10,034	- -	29,630	3,220	2,970	35,820	12,896	3,881	- -	3,881	25,877	42,654	78,474
18	1,360	13,085	190	13,275	2·28	1·71	1·14	- -	- -	213	187	672	- -	1,072	56	3	1,131	152	30	- -	30	357	539	1,670
15	1,357	10,095	82	10,177	2·36	1·87	1·06	- -	- -	149	171	447	- -	767	35	4	806	133	28	- -	28	297	458	1,264
46	1,924	46,480	1,116	47,596	1·50	1·13	0·74	- -	- -	1,184	1,022	3,230	- -	5,436	343	30	5,809	1,368	63	- -	63	3,026	4,457	10,266
93	1,646	41,133	1,883	43,016	1·43	1·09	0·77	- -	- -	816	951	3,316	- -	5,083	270	- -	5,353	847	282	- -	282	1,628	2,757	8,110
48	1,396	13,480	480	13,960	1·69	1·28	0·92	- -	- -	100	183	749	- -	1,032	36	2	1,070	213	156	- -	156	591	960	2,030
2,000	12,447	334,708	98,362	433,070	- -	- -	- -	- -	- -	10,509	14,063	18,448	- -	43,020	3,960	3,009	49,989	15,609	4,440	- -	4,440	31,776	51,825	101,814
-	5,337	38,693	- -	38,693	1·37	- -	0·96	- -	- -	2,684	- -	2,076	303	5,063	77	55	5,195	23	25	61	86	194	303	5,498
979	284,026	5,521,954	2,304,709	7,826,663	- -	- -	- -	- -	- -	234,307	276,467	411,107	25,506	947,387	67,885	84,957	1100229	143662	42,790	18,927	61,717	567,011	772,390	1,872,619

PART III.

WORKING EXPENDITURE, &c.

Returns by the several Railway Companies and other Proprietors of Railways in England and Wales, Scotland, and Ireland, of their respective Working Expenditure during the Year ended 31st December 1867, and of the whole of the Rolling Stock of the several Railway Companies and other Proprietors of Railways.

For the guidance of the various Railway Companies, and to ensure uniformity in the information given in the accompanying Return, each Company was directed, in making up the "Length of Line open," to exclude the length of those lines over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines;" and in returning the sums paid as "Compensation for Personal Injury, &c.," and "Compensation for Damage and Loss of Goods," to exclude the "Legal Expenses" connected therewith. Such "Legal Expenses," it was stated, should be included under the head of "Legal and Parliamentary Expenses." In the case of "Scotch Railways," it was requested that "Feu Duties" might be included under the head of "Miscellaneous."

The Companies were also directed to include in their Returns the sums paid out of "Renewal Account" or "Reserve Fund" of any kind, and to state the amounts so paid under the several heads to which they were applicable, but to exclude "Interest on Loans."

All "Steam Boat," "Canal," and "Harbour" Expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures given in this Return rests with the several Railway Companies.

ENGLAND AND WALES.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in ENGLAND and WALES during t YEAR ended 31st December 1867.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Decemb 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	N
Aberdare	Leased to the Taff Vale.																				
Abingdon	Worked by the Great Western.																				
Anglesea Central	18	1,056	2,035	- -	1,647	60	85	- -	3	- -	- -	4,886	7,968	3,082	61	2	4	- -	34	- -	
Berks and Hants Extension	Worked by the Great Western.																				
Birkenhead	Vested jointly in the Great Western and London and North-Western.																				
Birmingham, Wolverhampton, and Stour Valley	Leased to the London and North-Western.																				
Bishop's Castle	10	141	491	- -	486	14	15	- -	- -	- -	1,570	2,717	2,783	66	98	2	8	2	18	- -	
Bishops Waltham	Worked by the London and South-Western.																				
Blackpool and Lytham	8	452	299	116	627	74	139	- -	- -	- -	221	1,928	4,047	2,119	47	2	18	- -	4	- -	
Blyth and Tyne	38	10,348	27,675	11,823	5,288	3,578	139	3,024	148	1,751	7,487	70,761	133,015	62,254	53	33	43	7	2,980	- -	3,
Bodmin and Wadebridge	14	744	461	635	510	35	5	- -	- -	- -	289	2,679	2,480	199 Deficiency	108	1	5	1	82	- -	
Bognor	Worked by the London, Brighton, and South Coast.																				
Bourton-on-the-Water	Worked by the Great Western.																				
Brecon and Merthyr Tydfil Junction	81	9,842	11,689	1,870	13,877	1,452	337	31	161	3,640	2,007	44,906	67,608	22,702	66	21	38	2	527	- -	
Bridport	Leased to the Great Western.																				
Bristol and Exeter (Including the "West Somerset.")	134	41,693	46,994	19,055	52,973	10,724	8,133	735	809	2,190	12,420	195,726	378,576	182,850	52	78	176	116	1,315	55	1,7
Bristol and Portishead Pier and Railway (for 8 months ending 31st December 1867)	10	62	1,147	507	981	109	196	- -	- -	- -	144	3,146	4,330	1,184	72	Lent by the Bristol and Exeter Company					
Bristol and South Wales Union	Worked by the Great Western.																				
Bristol Port Railway and Pier *	6	588	833	19	956	127	135	- -	- -	- -	151	2,809	2,779	30 Deficiency	101	2	15	2	4	- -	
Briton Ferry Floating Dock	Worked by the Great Western.																				
Buckinghamshire	Leased to the London and North-Western.																				
Buckley	Worked by the Wrexham, Mold, and Connah's Quay.																				
Calne	Worked by the Great Western.																				
Cambrian	176	19,379	13,205	4,916	23,842	2,208	1,068	290	604	2,074	6,950	74,536	113,772	39,236	66	43	92	15	1,211	23	1,3
Cannock Mineral	Leased to the London and North-Western.																				
Carmarthen and Cardigan	No Return to the Order of the House.																				
Carnarvonshire	No Return to the Order of the House.																				
Central Wales	Worked by the London and North-Western.																				
Central Wales Extension	Worked by the London and North-Western.																				
Cheshire Lines Committee (Including the "Garston and Liverpool.")	30	9,706	23,993	- -	31,748	2,169	562	252	1,489	666	1,666	72,251	55,681	16,570 Deficiency.	129	Engine Power provided by the Ma chester, Sheffield, and Lincolnsh Company. Carriage and Waggon Sto provided by the Great Northern, Mi land, and Manchester, Sheffield, a Lincolnshire Companies.					
Chester and Holyhead	See the London and North-Western.																				
Cockermouth, Keswick, and Penrith †	31	2,119	9,029	- -	3,421	359	386	- -	42	57	1,502	16,915	27,709	10,794	61	All Rolling Stock for the Passenger a Goods Traffic is provided by the Lond and North-Western Company, and f the Mineral Traffic by the Stockton a Darlington Company.					

* This Return is for the Year ending 29th February 1868.

† This Return is for the Year ending 31st January 1868.

NAME OF AILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Decemb 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	N
lchester, Stour Valley, Sudbury, and Halstead	*Leased to the Great Eastern.*																				
leford, Monmouth, Usk, and Pontypool	*Leased to the Great Western.*																				
lne Valley and Halstead	19	1,718	2,157	175	2,273	132	41	- -	6	- -	54	6,556	6,952	396	94	3	10	3	28	- -	
rnwall	66	12,546	11,165	2,199	9,439	992	1,367	- -	244	28	4,507	42,487	93,392	50,905	45	15	46	21	159	3	2
rnen and Bala	*Worked by the Great Western.*																				
ybridge	*Worked by the Taff Vale.*																				
wes and Newport	5	520	Line worked by Contract at 50% of Nett Receipts			90	153	- -	- -	- -	- -	763	4,104	3,341	19	2	6	- -	4	- -	
ronford and High Peak	34	*Leased to the London and North-Western.*																			
rystal Palace and South London Junction	*Worked by the London, Chatham, and Dover.*																				
are Valley	*Worked by the Taff Vale.*																				
rtmouth and Torbay	*Leased to the South Devon.*																				
enbigh, Ruthin, and Corwen	19	1,031	1,653	95	3,115	114	101	- -	- -	47	978	7,134	9,922	2,788	72	3	8	3	55	- -	
eon and Cornwall	*Worked by the London and South-Western.*																				
owlais	2	390	1,310	- -	- -	47	- -	- -	- -	- -	1,102	2,849	716	2,133 Deficiency	397	3	- -	- -	- -	- -	
ast Lincolnshire	*See the Great Northern.*																				
ast Somerset	*Worked by the Great Western.*																				
y, Haddenham, and Sutton	*Worked by the Great Eastern.*																				
y Valley	*Worked by the Great Western.*																				
vesham and Redditch	*Worked by the Midland.*																				
ceter and Crediton	*Leased to the London and South-Western.*																				
ringdon	*Worked by the Great Western.*																				
estiniog*	14	1,499	1,729	993	2,152	461	247	- -	10	- -	912	8,063	18,497	10,494	43	4	35	63	762	26	89
eetwood, Preston, and West Riding Junction	*Now the Preston and Longridge Joint Committee.*																				
rness (Including half the "Furness and Midland.")	93	43,657	35,632	13,480	30,375	974	4,323	3,599	62	236	7,232	139,570	268,495	128,925	52	51	85	18	2,531	37	2,72
rston and Liverpool	*See the Cheshire Lines Committee.*																				
oucester and Dean Forest	*Leased to the Great Western.*																				
eat Eastern (Including the "Colchester, Stour Valley, Sudbury, and Halstead," "Ely, Haddenham, and Sutton," "London and Blackwall," "Lowestoft," "Lynn and Dunstanton," "Mellis and Eye," "Northern and Eastern," "Saffron Walden," "Tendring Hundred," "Tendring Hundred Extension," "Ware, Hadham, and Buntingford," "West Norfolk," and "Wivenhoe and Brightlingsea.")	802	170,779	250,565	69,057	324,910	46,072	30,222	21,680	7,972	14,977	52,372	988,606	1,915,481	926,875	52	380	1,112	413	9,082	148	11,13
eat Northern (Including the "East Lincolnshire," "Hatfield and St. Albans," "Horncastle," "Nottingham and Grantham," "Ramsey," "Royston and Hitchin," and half the "Midland & Eastern" and "Norwich & Spalding".)	524	191,761	361,125	92,188	269,687	40,714	27,205	35,742	- -	14,075	79,279	1,111,776	2,112,150	1,000,374	53	468	898	297	10,442	26	12,13
eat North of England, Clarence and Hartlepool Junction	*Leased to the North-Eastern.*																				

* This Return is for the year ending 30th June 1867.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Dec 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.
GREAT WESTERN* - (Including the "Abingdon," "Berks & Hants Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Brixton Ferry Floating Dock," "Calne," "Coleford, Monmouth, Usk, and Pontypool," "Corwen and Bala," "East Somerset," "Ely Valley," "Faringdon," "Gloucester and Dean Forest," "Great Western and Brentford," "Leominster and Kington," "Llangollen and Corwen," "Marlborough," "Milford," "Much Wenlock & Severn Junction," "Nantwich & Market Drayton" (from 16th October), "Severn Valley," "Stourbridge," "Stratford-on-Avon," "Tenbury and Bewdley," "Vale of Llangollen," "Wallingford and Watlington," "Wellington and Drayton" (from 16th Oct.), "Wellington and Severn Junction," and the "Witney," and half of the "Birkenhead," "Hammersmith and City Junction," "Ludlow and Cleobill," "Shrewsbury and Hereford," "Shrewsbury and Welshpool," "Tenbury," "Weymouth & Portland," and part of the "Victoria Station and Pimlico," and West London Extension.")	1,358	421,753	477,592	182,409	540,780	78,508	57,751	20,692	23,791	23,211	83,533	1,910,020	3,911,519	2,001,499	49	842	1,441	879	16,169	1,887
Nantwich and Market Drayton (from 1st February to 15th October 1867 - - - -	- -	- -	679	269	476	30	40	- -	- -	- -	83	1,577	2,483	906						
Total Great Western -	1,358	421,753	478,271	182,678	541,256	78,538	57,791	20,692	23,791	23,211	83,616	1,911,597	3,914,002	2,002,405						
Great Western and Brentford - -	*Leased to the Great Western.*																			
Hammersmith and City Junction - -	*Vested in the Great Western and Metropolitan.*																			
Hatfield and St. Albans	*Worked by the Great Northern.*																			
Horncastle - -	*Worked by the Great Northern.*																			
Hoylake - - - -	No Return to the Order of the House.																			
Hull and Selby - -	*Leased to the North-Eastern.*																			
Isle of Wight - -	12	1,686	2,346	252	2,519	573	755	- -	- -	48	1,095	9,274	17,991	8,717	52	4	26	- -	54	1
Keighley and Worth Valley - - -	*Worked by the Midland.*																			
Kendal and Windermere	*Leased to the London and North-Western.*																			
Kent Coast - -	*Worked by the London, Chatham, and Dover.*																			
Kettering, Thrapstone, and Huntingdon -	*Worked by the Midland.*																			
Knighton - - -	*Worked by the London and North-Western.*																			
Lancashire and Yorkshire - - -	403	190,933	262,088	71,714	468,632	41,035	24,368	26,402	3,049	11,427	30,413	1,130,061	2,417,668	1,287,607	46	455	1,376	263	13,761	- -
Lancaster and Carlisle -	*Leased to the London and North-Western.*																			
Launceston and South Devon - -	*Worked by the South Devon.*																			
Leominster and Kington	*Worked by the Great Western.*																			
Liskeard and Caradon -	17	1,035	1,135	3,198	- -	176	- -	- -	- -	- -	361	5,905	6,769	864	87	2	- -	- -	51	- -
Liskeard and Looe Union Canal - -	*Worked by the Liskeard and Caradon.*																			
Llanelly Railway and Dock - - - - - (Including the "Vale of Towy.")	75	7,633	7,575	1,990	11,042†	1,116	143	115	201	318	5,472	35,605	55,472	19,867	64	14	17	- -	601	5
Llangollen and Corwen -	*Worked by the Great Western.*																			
Llantrissant and Taff Vale Junction - -	*Worked by the Taff Vale.*																			
Llynvi and Ogmore -	30	3,141	4,781	1,190	4,025	1,279	132	- -	20	15	1,889	16,472	37,802	21,330	43	8	12	- -	524	- -
ondon and Blackwall -	*Leased to the Great Eastern.*																			

* This Return is for the year ending 31st January 1868.

† Inclusive of 4,860*l.* for hire and purchase of waggons.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.
London and Greenwich -	*Leased to the South Eastern.*																				
London and North-Western - - - (Including the "Birmingham, Wolverhampton, and Stour Valley," "Buckinghamshire," "Cannock Mineral," "Central Wales," "Central Wales Extension," "Chester and Holyhead and Branches," "Cromford and High Peak," "Kendal and Windermere," "Knighton," "Lancaster and Carlisle," "North Union," "Shropshire Union," "South Leicestershire," "South Staffordshire and Branches," "Warrington and Stockport," "Watford and Rickmansworth," and half of the "Birkenhead and Branches," "Ludlow and Clee hill," "Shrewsbury and Hereford," "Tenbury," and part of the "West London Extension.")	1,333	497,439	821,464	253,360	965,235	103,884	84,538	86,122	62,940	71,309	165,837	3,112,128	6,752,567	3,640,439	46	1,443	2,271	1,382	25,260	2,069	32,425
London and South-Western - - - (Including the "Bishops Waltham," "Devon and Cornwall," "Exeter and Crediton," "Lymington," "Mid Hants," "Ringwood, Christchurch, and Bournemouth," "Salisbury and Dorset," "Salisbury and Yeovil," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier," and half the "Weymouth and Portland, and part of the "West London Extension.")	605	169,864	207,440	49,774	264,640	44,346	36,167	- -	6,240	13,873	29,937	822,281	1,586,408	764,127	52	259	1,187	451	4,770	3	6,670
London, Brighton, and South Coast. - - (Including the "Bognor," "Mid Sussex and Midhurst," and part of the "Victoria Station and Pimlico," and "West London Extension.")	317	139,836	206,362	73,494	221,818	59,223	30,393	31,609	2,083	59,591	20,689	845,098	1,192,019	346,921	71	252	1,359	356	4,028	10	6,005
London, Chatham, and Dover - - - - (Including the "Crystal Palace and South London Junction," Kent Coast," "Mid Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of the "Victoria Station and Pimlico.")	135	66,672	107,675	- -	107,170	21,882	11,714	5,002	598	11,013	24,403	357,029	536,288	179,259	66	111	558	117	286	2	1,774
Londonderry (Seaham to Sunderland) - - (Private property.)	7	2,155	5,245	151	492	377	186	- -	- -	- -	979	9,585	20,003	10,418	48	9	11	2	- -	4	26
London, Tilbury, and Southend - -	44	10,043	8,696	- -	18,189	1,446	1,105	62	63	2	850	40,456	62,700	22,244	60	Supplied by the Great Eastern Railway Company, who work the Line under a Contract.					
Lowestoft - - -	*Included in the Great Eastern Return.*																				
Ludlow and Clee Hill -	*Worked by the Great Western and London and North-Western.*																				
Lymington - - -	*Worked by the London and South-Western.*																				
Lynn and Hunstanton -	*Worked by the Great Eastern.*																				
Manchester and Milford	41	1,642	1,857	213	1,809	42	54	42	30	400	- -	6,089	11,216	5,127	54	3	13	2	106	2	126
Manchester, Buxton, Matlock, and Midlands Junction - -	*Leased to the London and North-Western and Midland, and worked by the Midland.*																				
Manchester, Sheffield, and Lincolnshire - (Including the "South Yorkshire and River Dun.")	246	75,318	124,082	36,297	145,453	14,597	6,983	13,783	2,087	3,705	36,474	458,779	966,635	507,856	47	264	397	136	7,019	116	7,932
Manchester, South Junction, and Altrincham - - - - (Joint property of the "London and North-Western," and "Manchester, Sheffield, and Lincolnshire.")	9	6,062	7,357	1,295	8,540	1,215	1,489	2,516	110	1,153	2,970	32,707	74,238	41,531	44	*	74	1	101	2	178
Marlborough - -	*Worked by the Great Western.*																				
Maryport and Carlisle -	38	9,874	11,299	4,875	3,392	1,744	579	61	100	59	6,002	37,985	82,351	44,366	46	19	29	13	1,055	6	1,122
Mellis and Eye - -	*Worked by the Great Eastern.*																				
Metropolitan - -	5	10,584	33,441	- -	28,507	6,709	7,435	3,395	- -	- -	- -	90,071	232,542	142,471	39	23	92	- -	- -		122

* Supplied by Manchester, Sheffield, and Lincolnshire Company.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the House of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.
Mid-Hants	*Worked by the London and South-Western.*																				
Mid-Kent (Bromley to St. Mary's Cray)	*Leased to the London, Chatham, and Dover.*																				
MIDLAND (Including the "Evesham and Redditch," "Keighley and Worth Valley," from 16th April, "Kettering, Thrapstone, and Huntingdon," "North-Western," "Peterborough, Wisbeach, and Sutton," "Redditch," "Stonehouse and Nailsworth," from 4th February, "Tewkesbury and Malvern," and half the "Furness and Midland," "Midland and Eastern," and "Otley and Ilkley" Joint Lines.)	819	264,049	431,300	94,815	407,618	54,266	26,140	21,620	20,929	44,057	104092	1,468,886	3139855	1659773	47	623	1,274	564	14,998	- -	17,435
Manchester, Buxton, Matlock, and Midlands Junction	12	3,934	3,600	- -	2,721	114	420	- -	30	- -	377	11,196									
Total Midland	831	267,983	434,900	94,815	410,339	54,380	26,560	21,620	20,959	44,057	104469	1,480,082									
Midland and Eastern	*Worked by the Great Northern and the Midland.*																				
Midland Counties and South Wales	4	131	787	261	1,013	32	44	- -	13	1	- -	2,282	2,149	133 Deficiency	106	1	3	1	20	- -	25
Mid-Sussex and Midhurst Junction	*Worked by the London, Brighton, and South Coast.*																				
Mid-Wales	48	4,368	3,436	280	3,717	315	132	- -	15	52	3,360	15,675	24,046	8,371	65	8	41	3	408	6	466
Milford																					
Monmouthshire Railway and Canal	49	21,851	22,183	4,178	14,877	4,705	245	3,394	459	748	4,698	77,338	150,124	72,786	51	38	40	8	381	- -	467
Moretonhampstead and South Devon	*Leased to the South Devon.*																				
Mowddwy	7	- -	117	- -	96	- -	2	- -	- -	- -	- -	215	254	39	85	1	3	- -	- -	- -	4
Much Wenlock and Severn Junction	*Worked by the Great Western.*																				
Nantwich and Market Drayton	*Worked by the Great Western.*																				
Neath and Brecon, from the 24th April	33	1,799	1,633	- -	1,899	65	29	- -	- -	- -	- -	5,425	6,179	754	87	4	13	2	40	- -	59
Newport Pagnell, from 2d September	4	173	295	- -	255	24	8	- -	12	- -	89	856	1,189	333	72	2	3	- -	- -	- -	5
North and South Western Junction	5	3,402	- -	- -	2,946	248	392	69	- -	38	- -	7,095	15,217	8,122	46	Supplied by the North London and London and South-Western Companies.					
North-Eastern (Including the "Great North of England, Clarence, and Hartlepool," and the "Hull and Selby.")	1,239	335,361	642,314	280,260	355,973	74,476	25,307	17,066	- -	10,139	138593	1,879,489	3804220	1924731	49	851	1,301	531	61,928	552	65,163
Northern and Eastern	*Leased to the Great Eastern.*																				
North London	12	16,140	54,531	10,199	44,141	9,012	5,284	4,457	187	1,711	11,417	157,079	330,924	173,845	47	63	301	38	422	67	891
North Staffordshire	157	27,181	51,671	19,462	50,226	3,886	2,695	3,591	1,729	4,014	14,736	179,191	338,533	159,342	53	92	196	117	3,893	- -	4,298
North Union	*Leased to the Lancashire and Yorkshire and London and North-Western; included in the latter's Return.*																				
North-Western	*Leased to the Midland.*																				
Norwich and Spalding	*Worked by the Great Northern and Midland.*																				
Nottingham and Grantham Railway and Canal	*Leased to the Great Northern.*																				
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	5	2,855	5,397	- -	3,880	184	93	60	50	110	280	12,909	11,229	1,680 Deficiency	115	Supplied by the Manchester, Sheffield, and Lincolnshire Company.					
Pembroke and Tenby	No Return to the Order of the House.																				
Penarth Harbour, Dock, and Railway	*Leased to the Taff Vale.*																				
Peterborough, Wisbeach, and Sutton	*Worked by the Midland.*																				
Potteries, Shrewsbury, and North Wales	30	Line closed for Passenger Traffic, Minerals hauled by Locomotive engaged in Construction Work											272	- -	- -	7	- -	- -	182	- -	189
Preston and Longridge Railway Joint Committee (late Fleetwood, Preston, and West Riding Junction)	8	1,756	928	113	866	292	20	750	- -	- -	297	5,022	7,457	2,435	67	2	25	1	*	1	29

* Supplied by the London and North-Western and Lancashire and Yorkshire Companies.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.
Preston and Wyre -	28	7,529	14,397	-	13,351	1,060	1,681	3,414	98	79	799	42,408	84,115	41,707	50	Provided by the London and North-Western and Lancashire and Yorkshire Companies.					
Ramsey - - -	*Worked by the Great Northern.*																				
Redditch - - -	*Worked by the Midland.*																				
Redruth and Chasewater	9	583	1,533	403	4,701	122	-	-	-	-	181	1,061	8,584	10,824	2,240	79	3	-	-	120	-	123
Rhymney - - -	25	7,229	11,587	1,309	4,377	1,317	32	2	41	387	3,214	29,495	68,025	38,530	43	20	28	5	94	10	157
Ringwood, Christchurch, and Bournemouth -	*Worked by the London and South-Western.*																				
Royston and Hitchin -	*Leased to the Great Northern.*																				
Saffron Walden - -	*Worked by the Great Eastern.*																				
Salisbury and Dorset Junction - -	*Worked by the London and South-Western.*																				
Salisbury and Yeovil -	*Leased to the London and South-Western.*																				
Saundersfoot Railway and Harbour - -	7	331	-	-	-	-	50	-	-	-	-	-	-	381	588	207	65	—	—	—	—	—	—
Sevenoaks, Maidstone, and Tunbridge -	*Worked by the London, Chatham, and Dover.*																				
Severn Valley - -	*Leased to the Great Western.*																				
Shrewsbury and Hereford	*Included in the Great Western and London and North-Western Returns.*																				
Shropshire Union Railways and Canal -	*Leased to the London and North-Western.*																				
Sirhowy - - -	14	2,975	3,708	482	3,101	906	27	-	-	32	337	-	-	11,568	25,172	13,604	46	7	10	-	-	15	5	37
Sittingbourne and Sheerness - - -	*Leased to the London, Chatham, and Dover.*																				
Somerset and Dorset -	66	7,986	10,231	2,844	26,466	534	763	880	-	-	200	126	50,030	58,541	8,511	85	20	55	24	790	40	929
South Devon - - - (Including the "Dartmouth and Torbay," "Launceston and South Devon," and "Moretonhampstead and South Devon.")	112	27,420	26,303	7,611	35,039	3,355	4,151	1,326	-	-	213	-	-	105,418	230,018	124,600	46	48	113	34	423	37	655
South-Eastern* - - (Including the "London and Greenwich.")	308	108,102	167,301	46,509	202,178	62,255	33,046	10,067	3,567	8,520	52,949	694,494	1389289	694,795	50	243	1,347	419	3,380	261	5,650
South Leicestershire -	*Worked by the London and North-Western.*																				
South Staffordshire -	*Leased to the London and North-Western.*																				
South Yorkshire and River Dun - -	*Leased to the Manchester, Sheffield, and Lincolnshire.*																				
Staines, Wokingham, and Woking - - -	*Leased to the London and South-Western.*																				
Stafford and Uttoxeter -	No Return to the Order of the House.																				
Stamford and Essendine	12	500	2,676	1,261	1,210	78	49	-	-	12	105	176	6,067	4,221	1,846 Deficiency	144	3	8	-	-	-	-	11
Stokes Bay Railway and Pier - - -	*Worked by the London and South-Western.*																				
Stonehouse and Nailsworth - - -	*Leased to the Midland.*																				
Stourbridge - -	*Worked by the Great Western.*																				
Stratford-upon-Avon -	*Worked by the Great Western.*																				
Swansea Vale - -	20	3,123	3,719	663	2,572	1,012	32	-	-	79	-	-	1,062	12,262	24,472	12,210	50	9	14	1	164	-	-	188
TAFF VALE - - - (Including the "Aberdare," "Dare Valley," "Llantrissant and Taff Vale Junction, and Penarth Harbour, Dock, and Railway")	73	39,071	45,133	18,850	48,153	14,418	1,654	-	-	71	3,071	17,172	188,193	343,506	155,313	55	79	66	18	2,690	143	2,996
Cowbridge - -	No Return to the Order of the House.																				
Total Taff Vale -																					
Talyllyn† - - -	7	529	332	-	-	550	120	8	-	-	1	-	-	200	1,740	1,461	279 Deficiency.	119	2	4	1	-	-	-
Tenbury - -	*Leased to the Great Western and London and North-Western.*																				
Tenbury and Bewdley -	*Worked by the Great Western.*																				
Tendring Hundred - / Tendring Hundred Extension - - -	*Worked by the Great Eastern.*																				
Tewkesbury and Malvern	*Worked by the Midland.*																				
Trent, Ancholme, and Grimsby - - -	14	1,114	4,141	-	-	1,254	153	27	-	-	19	224	53	6,985	16,985	10,000	41	Provided by the Manchester, Sheffield, and Lincolnshire Company.					
Vale of Clwyd - -	10	2,132	1,665	455	1,321	282	210	-	-	12	17	953	7,047	9,263	2,216	76	3	11	2	50	10	76

* This Return is for the Year ending 31st January 1868.
† This Return is for the Year ending 30th September 1867.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.
Vale of Llangollen -	*Worked by the Great Western.*																				
Vale of Towy - -	*Leased to the Llanelly.*																				
Victoria Station and Pimlico - -	*Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and Great Western.*																				
Wallingford and Watlington - -	*Worked by the Great Western.*																				
Ware, Hadham, and Buntingford - -	*Worked by the Great Eastern.*																				
Warrington and Stockport - - -	*Included in the London and North-Western.*																				
Watford and Rickmansworth - -	*Worked by the London and North-Western.*																				
Wellington and Drayton	*Worked by the Great Western.*																				
Wellington and Severn -	*Leased to the Great Western.*																				
West Cornwall Committee	42	4,520	5,342	2,724	6,370	487	439	- -	135	15	3,831	23,863	40,130	16,267	59	12	35	12	373	- -	432
West London - - -	*Leased to the Great Western and London and North-Western.*																				
West London Extension	*Line used by the London, Brighton, and South Coast, London and North-Western, London and South-Western, and Great Western.*																				
West Norfolk Junction -	*Worked by the Great Eastern.*																				
West Somerset - -	*Leased to the Bristol and Exeter.*																				
West Somerset Mineral -	12	703	919	203	656	215	7	- -	2	- -	1,390	4,095	4,692	597	87	4	3	- -	47	3	7
Weymouth and Portland	*Worked by the London and South-Western and Great Western.*																				
Whitehaven, Cleator, and Egremont -	18	2,740	5,172	2,326	3,888	751	102	235	- -	40	1,790	17,044	44,483	27,439	38	9	12	3	647	8	679
Willoughby D'Eresby's, Lord—(Edenham to Little Bytham) - (Private Property.)	4	359	270	- -	- -	- -	1	- -	- -	- -	104	734	350	384 Deficiency	209	2	2	2	- -	- -	6
Witney - - -	*Worked by the Great Western.*																				
Wivenhoe and Brightlingsea - - -	*Worked by the Great Eastern.*																				
Wrexham, Mold, and Connah's Quay -	10	929	3,207	327	2,082	53	24	- -	45	- -	1,206	7,823	8,338	515	94	Nil. All hired.					
Buckley - -	5	286	512	- -	430	66	- -	- -	- -	- -	211	1,505	4,973	3,468	30	3	- -	- -	- -	2	5
Total Wrexham, Mold, and Connah's Quay -	*15*	*1,215*	*3,719*	*327*	*2,462*	*119*	*24*	- -	*45*	- -	*1,417*	*9,328*	*13,311*	*3,983*	*70*	*3*	- -	- -	- -	*2*	*5*
TOTAL ENGLAND AND WALES - -	10,037	3036862	4620641	1392644	4818903	723,540	441,755	322985	140,400	310724	956,066	16764520	33398222	16633702	50	6,980	16,370	6,351	194,788	5,582	230,071

SCOTLAND.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in SCOTLAND during the Year ended 31st December 1867.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.
Aboyne and Braemar -	*Worked by the Great North of Scotland.*																				
Alyth - - -	*Leased to the Caledonian.*																				
Arbroath and Forfar -	*Leased to the Caledonian.*																				
Ayr and Maybole - -	*Worked by the Glasgow and South-Western.*																				
Berwickshire - -	*Worked by the North British.*																				
Blane Valley - - -	*Worked by the North British.*																				
Busby - - -	*Worked by the Caledonian.*																				
CALEDONIAN* - - (Including the "Alyth," "Arbroath and Forfar," "Busby," "Crieff and Methven Junction," "Greenock and Wemyss Bay," "Montrose and Bervie," and "Port Patrick.")	682	178,909	245,962	50,555	220,775	36,991	12,779	6,598	2,532	8,065	60,872	824,038	1,775,878	951,840	46	515	846	272	14,565	114	16,312
Carlisle and Silloth Bay	*Leased to the North British.*																				
Crieff and Methven Junction - - -	*Worked by the Caledonian.*																				
Deeside - - - -	*Leased to the Great North of Scotland.*																				
Deeside Extension -	*Leased to the Great North of Scotland.*																				
Devon Valley - -	*Worked by the North British.*																				
Edinburgh and Bathgate	*Leased to the North British.*																				
Esk Valley - - -	*Leased to the North British.*																				
Findhorn - - -	*Worked by the Highland.*																				
Forth and Clyde Junction*	30	5,034	2,266	1,433	1,825	308	211	- -	- -	- -	1,792	12,869	18,690	5,821	69	4	10	4	239	- -	307
Glasgow and Milngavie Junction - - -	*Worked by the North British.*																				
*GLASGOW AND SOUTH-WESTERN - - (Including the "Kilmarnock and Troon," and the *Ayr and Maybole Junction.)	254	73,003	66,153	25,233	71,352	14,988	3,900	4,098	940	3,896	24,344	287,907	571,702	283,795	50	168	294	120	6,785	165	7,532
	- -	- -	- -	- -	1,996	87	49	- -	- -	428	- -	2,560	4,396	1,836	53						
Total Glasgow and South-Western -	*254*	*73,003*	*66,153*	*25,233*	*73,348*	*15,075*	*3,949*	*4,098*	*940*	*4,324*	*24,344*	*290,467*	*576,098*	*285,631*	*50*						
GREAT NORTH OF SCOTLAND* - - - (Including the "Deeside" and "Deeside Extension," and the "Morayshire.")	279	15,750	25,124	7,365	30,710	4,490	1,852	59	38	3,015	13,640	102,043	184,652	82,609	55	54	171	28	1,453	- -	1,706
*Aboyne and Braemar	11	530	- -	- -	257	36	27	- -	- -	- -	180	1,030	3,000	1,970	34						
	290	*16,280*	*25,124*	*7,365*	*30,967*	*4,526*	*1,879*	*59*	*38*	*3,015*	*13,820*	*103,073*	*187,652*	*84,577*	*55*						
Greenock and Wemyss Bay - - -	*Worked by the Caledonian.*																				
Highland - - - - (including the "Findhorn.")	242	16,346	27,026	5,295	32,627	5,470	2,557	51	520	210	4,783	94,885	204,302	109,417	46	55	130	46	1,191	19	1,441
Kilmarnock and Troon -	*Leased to the Glasgow and South-Western.*																				
Leslie - - - -	*Worked by the North British.*																				

* This Return is for the year ending 31st January 1868.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses).											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Decem 1867.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live-stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding C
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.
Leven and East of Fife* -	19	1,435	1,287	963	2,401	378	228	- -	103	- -	1,050	7,845	14,462	6,617	54	3	6	1	168	2	18
Montrose and Bervie -	*Worked by the Caledonian.*																				
Morayshire - - -	*Worked by the Great North of Scotland.*																				
NORTH BRITISH* - - (Including the "Berwickshire," "Blane Valley," "Carlisle and Silloth Bay," "Devon Valley," "Edinburgh and Bathgate," "Esk Valley," "Glasgow and Milngavie Junction," "Peebles," and "Port Carlisle Dock and Railway.")	755	183,145	211,119	65,290	223,277	15,526	14,247	3,080	12,993	10,158	27,444	766,279	1,432,076	665,797	54	376	879	262	14,234	103	15,85
Leslie - - -	5	345	- -	- -	1,000	73	13	- -	- -	- -	- -	1,431	- -	- -	- -	1	- -	- -	- -	- -	1
*St. Andrews - -	5	648	- -	- -	407	103	89	- -	- -	- -	233	1,480	—	—		—		—	—	—	—
Total North British	765	184,138	211,119	65,290	224,684	15,702	14,349	3,080	12,993	10,158	27,677	769,190	1,432,076	662,886	54	377	879	262	14,234	103	15,85
Peebles - - - -	*Leased to the North British.*																				
Port Carlisle Dock and Railway - - -	*Leased to the North British.*																				
Port Patrick - -	*Worked by the Caledonian.*																				
St. Andrews - -	*Worked by the North British.*																				
TOTAL SCOTLAND -	2,282	475,145	578,937	156,134	586,627	78,450	35,952	13,886	17,126	25,772	134,338	2,102,367	4,209,158	2106791	50	1,176	2,336	733	38,685	403	43,333

* This Return is for the year ending 31st January 1868.

IRELAND.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in IRELAND during the Year ended 31st December 1867.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses). Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1867. Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.
Athenry and Tuam -	*Leased to the Midland Great Western of Ireland.*																				
Bagenalstown and Wexford - - -	21	*Line closed. It is now the property of the Waterford, New Ross, and Wexford Junction.*																			
Banbridge Junction -	*Leased to the Dublin and Belfast Junction.*																				
Banbridge, Lisburn, and Belfast - -	*Leased to the Ulster.*																				
Belfast and County Down* - - -	44	4,802	6,677	1,558	5,816	465	- -	193	26	277	1,616	21,430	38,028	16,598	56	11	44	8	220	18	301
Belfast and Northern Counties - - - (Including the "Carrickfergus and Larne," and "Londonderry and Coleraine.")	151	22,588	21,429	4,840	23,410	3,745	- -	141	850	67	2,785	79,855	143,966	64,111	55	38	94	32	729	- -	893
Belfast, Holywood, and Bangor - - -	13	691	2,762	235	2,587	321	- -	- -	16	35	1,017	7,664	16,000	8,336	48	3	46	4	3	- -	56
Carrickfergus and Larne	*Worked by the Belfast and Northern Counties.*																				
Cork and Bandon - (Including the "Cork and Kinsale Junction.")	31	2,176	3,077	1,771	3,424	804	- -	- -	101	60	1,525	12,938	†22,845	9,907	57	8	14	12	66	- -	100
Cork and Kinsale Junction - - -	*Worked by the Cork and Bandon.*																				
Cork and Limerick Direct	*Worked by the Great Southern and Western of Ireland.*																				
Cork and Macroom Direct	25	1,202	1,569	321	1,465	104	- -	28	26	55	‡2,332	7,102	10,482	3,380	68	3	9	2	68	- -	82
Cork, Blackrock, and Passage § - -	6	1,910	1,896	384	991	591	- -	10	1	37	939	6,759	10,082	3,323	67	3	13	1	- -	2	19
Dublin and Belfast Junction - - (Including the "Banbridge Junction.")	63	8,248	11,662	2,908	6,591	2,526	- -	- -	153	468	2,149	34,705	78,523	43,818	44	19	35	26	248	- -	328
Dublin and Drogheda -	75	11,261	12,343	3,235	9,662	3,210	- -	- -	260	334	2,703	43,008	95,305	52,297	45	22	63	36	236	36	393
Dublin and Kingstown -	*Leased to the Dublin, Wicklow, and Wexford.*																				
Dublin and Meath - -	35	1,487	4,841	525	3,479	129	- -	- -	48	- -	409	10,918	14,467	3,549	75	7	22	7	51	- -	87
Dublin, Wicklow, and Wexford - - (Including the "Dublin and Kingstown.")	107	19,531	19,811	4,554	18,493	5,963	- -	7,320	183	473	5,936	82,264	168,456	86,192	49	43	142	23	479	19	706
Enniskillen, Bundoran, and Sligo - - -	*Worked by the Irish North-Western.*																				
Finn Valley - -	*Worked by the Irish North-Western.*																				
Great Northern and Western of Ireland -	*Worked by the Midland Great Western of Ireland.*																				
Great Southern and Western of Ireland - - (Including the "Cork and Limerick Direct.")	420	67,115	82,299	15,474	58,928	17,075	- -	560	1,231	954	13,934	257,570	533,539	275,549	48	116	231	136	1,929	3	2,415
	17	274	- -	- -	- -	146	- -	- -	- -	- -	- -	420									
	437	*67,389*	*82,299*	*15,474*	*58,928*	*17,221*	- -	*560*	*1,231*	*954*	*13,934*	*257,990*									
Irish North-Western - (Including the "Enniskillen, Bundoran, and Sligo," "Finn Valley," and "Londonderry and Enniskillen.")	195	15,612	19,130	7,172	15,580	2,182	- -	1,786	680	732	3,083	65,957	115,700	49,743	57	34	53	41	574	52	754
Kilkenny Junction -	*Worked by the Waterford and Kilkenny.*																				
Limerick and Castle Connell - -	*Worked by the Waterford and Limerick.*																				
Limerick and Ennis -	*Worked by the Waterford and Limerick.*																				
Limerick and Foynes -	*Worked by the Waterford and Limerick.*																				

* This Return is for the year ending 31st January 1868.
† For the Cork and Bandon line only; the Cork and Kinsale Junction Company have not made a Return of their traffic receipts for 1867.
‡ This includes 2,617*l.* for rent and working charges for one mile over the Cork and Bandon line.
§ This Return is for the year ending 31st October 1867.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1867.	WORKING EXPENDITURE during the Year ended 31st December 1867 (exclusive of all Steam Boat, Canal, and Harbour Expenses).														ROLLING STOCK on the 31st Decemb 1867.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No
Londonderry and Coleraine	*Worked by the Belfast and Northern Counties.*																				
Londonderry and Enniskillen	*Leased to the Irish North-Western.*																				
Londonderry and Lough Swilly*	15	318	974	18	869	62	- -	- -	6	9	208	2,464	3,847	1,383	64	3	6	1	20	- -	3
Midland Great Western of Ireland (Including the "Athenry and Tuam," and "Great Northern and Western of Ireland.")	344	52,128	44,214	8,653	32,287	7,195	- -	110	2,092	1,727	13,678	162,084	299,707	137,623	54	71	114	80	1,201	4	1,47
Newry and Armagh	21	1,591	2,217	1,717	2,437	82	- -	- -	63	575	1,543	10,225	13,969	3,744	73	7	12	6	182	- -	20
Newry, Warrenpoint, and Rostrevor	6	378	1,364	91	1,096	30	- -	- -	4	1	99	3,063	6,771	3,708	45	4	9	- -	67	4	8
Portadown, Dungannon, and Omagh Junction	*Leased to the Ulster.*																				
Rathkeale and Newcastle Junction	*Worked by the Waterford and Limerick.*																				
Ulster (Including the "Banbridge, Lisburn, and Belfast," and "Portadown, Dungannon, and Omagh Junction.")	121	31,344	23,676	7,269	28,115	4,933	- -	360	2,660	802	5,943	105,102	165,311	60,209	63	36	70	38	732	20	89
Waterford and Kilkenny, and Kilkenny Junction (from 1st June to 31st December 1867)	59	1,091	2,445	861	2,950	50	- -	- -	- -	30	1,745	9,172	28,309	19,137	32	7	29	12	127	- -	17
Waterford and Limerick (Including the "Limerick and Castle Connell," "Limerick and Ennis," "Limerick and Foynes," "Rathkeale and Newcastle Junction," and the "Waterford and Kilkenny" (to 31st May).	151	12,724	13,897	8,915	15,517	1,386	- -	- -	363	373	2,934	56,109	101,814	45,705	55	24	46	32	492	- -	59
Waterford and Tramore	8	798	1,362	91	833	52	- -	- -	- -	20	100	3,256	5,498	2,242	59	4	15	- -	8	- -	2
West Cork	*No Return to the Order of the House.*																				
TOTAL IRELAND	1,928	257,269	277,645	70,592	234,530	51,051	- -	10,508	8,763	7,029	64,678	982,065	1872619	890,554	52	463	1,067	497	7,432	158	9,61

* This Return is for the year ending 31st January 1868.

PART IV.

CAPITAL, &c.

RETURNS by the several Railway Companies of their authorised Share and Loan Capital, and of the Sums Received in respect of their Ordinary Capital and Preferential Capital, and Debenture Stock or Funded Debt, on the 31st day of December 1867, specifying the Rate per Cent. of the Dividends for the Year 1867 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1867, Classified according to the several Rates per Cent. of Interest; and the Capital authorised and Capital paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent:

And, of any Amalgamation, Working Arrangement, or Sale or Lease of their Undertaking carried into effect by them during the Year 1867, under the authority of an Act of Parliament.

[In returning the Amount of "Authorised Capital up to the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent" (Columns Nos. 1, 2, and 3), the several Railway Companies were directed to include all Capital authorised to be raised by Acts of Parliament, or by Certificates of the Board of Trade under "The Railway Companies' Powers Act, 1864"; but not to include Capital authorised only for purposes which have lapsed by abandonment or otherwise.]

RETURN by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the SUMS received 31st day of December 1867, specifying the Rate per Cent. of the Dividends for the Year 1867 on each of the said Rates per Cent. of Interest; and the CAPITAL authorised and CAPITAL paid up, for Subscriptions to other

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES:	£.	£.	£.	£.		£.		£.
Aberdare - - - - -	*Leased to the Taff Vale.*							
Aberdare and Central Wales Junction	210,000	70,000	280,000	—	—	—	—	—
Abergavenny and Monmouth - -	150,000	49,900	199,900	—	—	—	—	—
Abingdon - - - - -	*Worked by the Great Western.*							
Acton and Brentford - - -	90,000	30,000	120,000	—	—	—	—	—
Afon Valley - - - - -	130,000	43,000	173,000	10,000	- -	- -	- -	- -
Aldborough Pier and Railway -	20,000	6,660	26,660	—	—	—	—	—
Alexandra (Newport) Dock - -	600,000	200,000	800,000	—	—	—	—	—
Alford and Mablethorpe - - -	60,000	20,000	80,000	—	—	—	—	—
Anglesea Central - - - -	140,000	46,600	186,600	103,240	- -	- -	- -	- -
Aylesbury and Buckingham - -	220,000	71,500	291,500	82,544	- -	- -	- -	- -
Bala and Dolgelly - - - -	180,000	58,900	238,900	137,070	- -	- -	- -	- -
Bangor and Caernarvon - -	*Leased to the Chester and Holyhead Railway Company, and included in their Return.*							
Barnoldswick - - - -	40,000	13,300	53,300	2,035	- -	- -	- -	- -
Barry - - - - - - -	166,000	55,000	221,000	8,250	- -	- -	- -	- -
Beddgelert - - - - -	No Return to the Order of the House. *See* page 115.							
Bedford and Northampton - -	400,000	133,000	533,000	6,904	- nil -	- -	- -	- -
Bembridge Railway, Tramway, and Pier.	No Return to the Order of the House. *See* page 115.							
Berks and Hants Extension - -	*Worked by the Great Western.*							
Bideford, Appledore, and Westward Ho'.	60,000	20,000	80,000	—	—	—	—	—
Birkenhead - - - - -	2,550,000	600,000	3,150,000	1,941,505 (*a*) 134,316	4 - nil.	220,200	4½	7,170
Birmingham and Sutton Coldfield Extension.	100,000	33,000	133,000	60,790	- -	- -	- -	- -
Birmingham, Wolverhampton, and Stour Valley.	*Leased to the London and North Western.*							
Bishop's Castle - - - -	472,000	157,000	629,000	94,115	- -	86,750	- -	- -
Bishop's Stortford, Dunmow, and Braintree.	120,000	40,000	160,000	120,000	- nil -	- -	- -	- -
Bishop's Waltham - - -	*Worked by the London and South Western.*							
Blackpool and Lytham - - -	45,000	15,000	60,000	45,000	3	- -	- -	- -

in respect of their Ordinary Capital and Preferential Capital, and Debenture Stock or Funded Debt, on the Capitals; showing also the Loans Outstanding on the 31st day of December 1867, Classified according to the several Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	Total.	Amount.	Rate per Cent. of Interest.	Total.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	10,000	- -	- -	- -	10,000	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	103,240	40,000	5	40,000	143,240	—	—	
- -	82,544	36,525	5	36,525	119,069	—	—	
- -	137,070	10,000	5	10,000	147,070	—	—	
- -	2,035	- -	- -	- -	2,035	—	—	
- -	8,250	- -	- -	- -	8,250	—	—	
- -	6,904	- -	- -	- -	6,904	—	—	
—	—	—	—	—	—	—	—	
4	2,303,191	38,600 167,039 289,666 72,649 5,800	4 4 ¼ 4 ½ 4 ¾ 5	573,754	2,876,945	- -	- -	(a) Calls received on forfeited shares upon which no dividend is paid. This line is vested in the Great Western and London and North Western Companies jointly.
- -	60,790	- -	- -	- -	60,790	—	—	
- -	180,865	89,700	5	89,700	270,565	—	—	
- -	120,000	- -	- -	- -	120,000	—	—	
- -	45,000	15,000	5	15,000	60,000	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Blyth and Tyne	980,000	326,000	1,306,000	284,134	10	50,000 210,410	10 5	- -
Bodmin	61,000	20,300	81,300	2,372	- -	- -	- -	- -
Bodmin and Wadebridge	102,500	33,000	135,500	26,994	- nil -	- -	- -	- -
Bognor	*Worked by the London, Brighton and South Coast.*							
Bourton-on-the-Water	*Worked by the Great Western.*							
Bradford, Eccleshill, and Idle	65,000	21,600	86,600	—	—	—	—	—
Brampton and Longtown	120,000	40,000	160,000	—	—	—	—	—
Brecon and Llandovery Junction	120,000	40,000	160,000	31,400	- nil -	- -	- -	- -
Brecon and Merthyr Tydfil Junction	2,154,400	699,460	2,853,860	265,240	- nil -	1,203,217	- nil -	- -
Bridgnorth, Wolverhampton, and Staffordshire.	No Return to the Order of the House. *See* page 115.							
Bridport	*Leased to the Great Western.*							
Bristol and Exeter	3,983,189	1,021,311	5,004,500	2,022,460	4 3/8	1,175,729 566,000 132,400	4 4 1/2 5	- -
West Somerset *See* also the "West Cornwall."	144,000	48,000	192,000	67,796	- -	50,000 2,200 21,540	3 1/2 4 1/2* - nil.	- -
Bristol and North Somerset	No Return to the Order of the House. *See* page 115.							
Bristol and Portishead Pier and Railway.	260,000	86,600	346,600	111,567	- -	- -	- -	- -
Bristol and South Wales Union	*Worked by the Great Western.*							
Bristol Port Extension	480,000	160,000	640,000	—	—	—	—	—
Bristol Port Railway and Pier	357,000	84,900	441,900	123,478	3	- -	- -	- -
Briton Ferry Floating Dock	*Worked by the Great Western.*							
Brynmawr and Blaenavon	60,000	20,000	80,000	—	—	—	—	—
Buckfastleigh, Totnes, and South Devon.	96,000	32,000	128,000	17,595	- nil -	- -	- -	- -
Buckinghamshire	*Leased to the London and North Western.*							
Buckley	*Worked by the Wrexham and Connah's Quay.*							
Bude Canal and Launceston Junction.	20,000	6,600	26,600	—	—	—	—	—
Burry Port and Gwendreath Valley	205,000	43,000	248,000	135,400	- -	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	544,544	15,170 37,966 10,000 28,780	5 4½ 4¼ 4	91,916	636,460	—	—	
- -	2,372	- -	- -	- -	2,372	—	—	
- -	26,994	- -	- -	- -	26,994	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	31,400	- -	- -	- -	31,400	—	—	
- -	1,468,457	508,890	5	508,890	1,977,347	—	—	
- -	3,896,589	325,198 62,255 210,361 197,300 122,543	4 4¼ 4½ 4¾ 5	917,657	4,814,246	512,729	485,729	
- -	141,536	40,000	5	40,000	181,536	- -	- -	* For half-year ending 31st December 1867.
- -	111,567	63,066	5	63,066	174,633	—	—	
—	—	—	—	—	—	—	—	
- -	123,478	36,731	5	36,731	160,209	100,000	—	
—	—	—	—	—	—	—	—	
- -	17,595	- -	- -	- -	17,595	—	—	
—	—	—	—	—	—	—	—	
- -	135,400	10,000 500	5 7	10,500	145,900	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Bury St. Edmunds and Thetford	120,000	40,000	160,000	7,231	nil	-	-	-
Calne	*Worked by the Great Western.*							
Cambrian	3,337,000	1,008,890	4,345,890	824,205	nil	1,760,170	nil	-
Cannock Chase and Wolverhampton	160,000	53,000	213,000	46,500	nil	-	-	-
Cannock Mineral	*Leased to the London and North Western.*							
Carmarthen and Cardigan	534,000	171,000	705,000	29,000	nil	158,780	nil	-
Carmarthenshire	No Return to the Order of the House. *See* page 115.							
Carnarvon and Llanberis	248,000	82,600	330,600	48,356	-	-	-	-
Carnarvonshire	No Return to the Order of the House. *See* page 115.							
Central Cornwall	570,000	189,600	759,600	—	—	—	—	—
Central Wales	*Worked by the London and North Western.*							
Central Wales Extension	*Worked by the London and North Western.*							
Cheshire Lines Committee*	3,519,000	1,335,263	4,854,263	1,997,052	nil	-	-	-
Chester and Holyhead	See *the London and North Western.*							
Chester and West Cheshire Junction	150,000	50,000	200,000	30,000	nil	-	-	-
Chichester and Midhurst	370,000	123,000	493,000	41,220	nil	-	-	-
Cockermouth, Keswick, and Penrith	259,000	85,000	344,000	233,510	2 3/8	12,457	5	-
Colchester, Stour Valley, Sudbury, and Halstead.	*Leased to the Great Eastern.*							
Coleford, Monmouth, Usk, and Pontypool.	*Leased to the Great Western.*							
Colnbrook	60,000	20,000	80,000	—	—	—	—	—
Colne Valley and Halstead	218,000	71,633	289,633	62,918	nil	89,260	nil	-
Cornwall	1,375,060	458,000	1,833,060	572,483	nil	399,500 399,600	5 4 1/2	-
Corris	No Return to the Order of the House. *See* page 115.							
Corwen and Bala	*Worked by the Great Western.*							
Coventry and Great Western Junction	200,000	66,600	266,600	4,491	nil	-	-	-
Cowbridge	*Worked by the Taff Vale.*							
Cowes and Newport	62,000	20,500	82,500	30,000	-	-	-	-

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	7,231	- -	- -	- -	7,231	—	—	
- -	2,584,375	72,375 6,350 702,587 10,600 47,950 1,500 8,100	4 ½ 4 ¾ 5 5 ½ 6 8 10	849,462	3,433,837	230,000	205,000	
- -	46,500	- -	- -	- -	46,500	—	—	
- -	187,780	60,355	5	60,355	248,135	—	—	
- -	48,356	- -	- -	- -	48,356	—	—	
—	—	—	—	—	—	—	—	
- -	1,997,052	350 125,946 10,920 17,150	4 4 ½ 4 ¾ 5	154,366	2,151,418	- -	- -	* Manchester, Sheffield, and Lincolnshire, Great Northern, and Midland Railways Companies.
- -	30,000	- -	- -	- -	30,000	—	—	
- -	41,220	- -	- -	- -	41,220	—	—	
- -	245,967	45,000 32,000	4 ¼ 4 ½	77,000	322,967	- -	- -	This Return is for the year ending 31st January 1868.
—	—	—	—	—	—	—	—	
- -	152,178	56,714	5	56,714	208,892	—	—	
- -	1,371,583	6,025 159,504 115,044 87,064 80,307	4 4 ¼ 4 ½ 4 ¾ 5	447,944	1,819,527	—	—	
- -	4,491	- -	- -	- -	4,491	—	—	
- -	30,000	10,000	5	10,000	40,000	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Croesor and Portmadoc	25,000	8,330	33,330	12,500	-	-	-	-
Cromford and High Peak	*Leased to the London and North Western.*							
Crystal Palace and South London Junction.	*Worked by the London, Chatham, and Dover.*							
Dare Valley	*Worked by the Taff Vale.*							
Dartmouth and Torbay	*Leased to the South Devon.*							
Daventry	30,000	10,000	40,000	16,250	nil	-	-	-
Deal and Dover	150,000	50,000	200,000	—	—	—	—	—
Delabole Railway and Bossinney Harbour.	80,000	26,500	106,500	1,200	nil	-	-	-
Denbigh, Ruthin, and Corwen	172,500	57,500	230,000	88,604	-	53,160	-	-
Devon and Cornwall	*Worked by the London and South Western.*							
Devon and Somerset	530,000	176,000	706,000	265,622	nil	-	-	-
Disley and Hayfield	45,000	15,000	60,000	29,222	nil	-	-	-
Drayton Junction	555,000	185,000	740,000	70,960	nil	-	-	-
East and West Junction	600,000	200,000	800,000	299,268	nil	-	-	-
East Gloucestershire	600,000	200,000	800,000	46,680	-	-	-	-
East Lincolnshire	See *the Great Northern.*							
East London	1,400,000	466,600	1,866,600	1,054,338	-	-	-	-
East London, Eastern Extension	450,000	150,000	600,000	—	—	—	—	—
East Norfolk	88,000	29,300	117,300	19,933	-	-	-	-
Easton and Church Hope	30,000	10,000	40,000	—	—	—	—	—
East Somerset	*Worked by the Great Western.*							
Elham Valley	300,000	100,000	400,000	6,000	nil	-	-	-
Ellesmere and Glyn Valley	120,000	40,000	160,000	—	—	—	—	—
Ely, Haddenham, and Sutton	*Worked by the Great Eastern.*							
Ely Valley	*Worked by the Great Western.*							
Evesham and Redditch	*Worked by the Midland.*							
Exeter and Crediton	*Leased to the London and South Western.*							
Exmouth Docks and Railway	6,000	1,500	7,500	—	—	—	—	—
Fareham and Netley	105,000	35,000	140,000	—	—	—	—	—
Faringdon	*Worked by the Great Western.*							
Fishguard Railway and Harbour	250,000	83,000	333,000	—	—	—	—	—

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	12,500	- -	- -	- -	12,500	—	—	
- -	16,250	5,500	5	5,500	21,750	—	—	
—	—	—	—	—	—	—	—	
- -	1,200	- -	- -	- -	1,200	—	—	
- -	141,764	11,100 38,000	6 5	49,100	190,864	—	—	
- -	265,622	94,000	5	94,000	359,622	—	—	
- -	29,222	- -	- -	- -	29,222	—	—	
- -	70,960	- -	- -	- -	70,960	—	—	
- -	299,268	99,580	6	99,580	398,848	—	—	
- -	46,680	- -	- -	- -	46,680	—	—	
- -	1,054,338	- -	- -	- -	1,054,338	—	—	
—	—	—	—	—	—	—	—	
- -	19,933	- -	- -	- -	19,933	—	—	
—	—	—	—	—	—	—	—	
- -	6,000	- -	- -	- -	6,000	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Forcett	30,000	10,000	40,000	15,270	nil	- -	- -	- -
Forest of Dean Central	81,000	26,660	107,660	39,517	nil	40,850	nil	- -
Fulham	200,000	66,600	266,660	—	—	—	—	—
Furness	2,484,500	782,066	3,266,566	532,000 578,859 25,000 10,000	8 5 5 ½ 2 ½	227,500 298,000 50,000 252,000 5,000	8 6 5·42 5 4 ½	- -
Garstang and Knot End	60,000	20,000	80,000	33,676	- -	- -	- -	- -
Gloucester and Dean Forest	*Leased to the Great Western.*							
Great Eastern (Including the "Lowestoft" and "Northern and Eastern.")	19,899,867	9,665,071	29,564,938	9,201,021	nil	80,654 51,435 1,151,417 105,000 6,466,261 898,454 789,375 23,750	7 6 ½ 6 5 ½ 5 4½ 4 3 ½	832,673 79,607 200,100
Lines leased to, or worked by, the Great Eastern.								
Colchester, Stour Valley, Sudbury, and Halstead.	250,000	83,000	333,000	228,675	£. 1. 13. 0.	30,250	5	- -
Ely, Haddenham, and Sutton	36,000	12,000	48,000	36,000	1 ¾	- -	- -	- -
London and Blackwall	2,051,000	680,500	2,731,500	1,452,870	4 ½	250,055	4 ½	- -
Lynn and Hunstanton	60,000	20,000	80,000	60,000	6 ½	- -	- -	1,000
Mellis and Eye	15,000	5,000	20,000	13,442	nil	- -	- -	- -
Saffron Walden	120,000	39,000	159,000	70,828	- -	- -	- -	- -
Tendring Hundred	50,000	16,634	66,634	25,750	nil	- -	- -	- -
Tendring Hundred Extension	105,000	34,666	139,666	72,098	nil	770	nil	- -
Ware, Hadham, and Buntingford.	90,000	29,600	119,600	49,214	nil	29,720	nil	- -
West Norfolk Junction	75,000	25,000	100,000	75,000	- -	- -	- -	- -
Wivenhoe and Brightlingsea	40,000	13,000	53,000	24,955	nil	14,400	nil	- -
Great Northern (Including the "East Lincolnshire.")	16,967,376	5,382,625	22,350,001	8,072,202 269,260	6 (*a*)	4,435,420 910,000 200,000 69,980 55,000 22,223	5 4 ½ 4 ¼ 4 3 ½	2,847,731
Lines leased to, or worked by, the Great Northern.								
Hatfield and St. Albans	85,000	28,000	113,000	55,380	nil	- -	- -	- -
Horncastle	48,000	13,000	61,000	47,970	6 ⅛	- -	- -	- -
Nottingham and Grantham Railway and Canal.	1,014,000	265,000	1,279,000	1,013,939	4 $\frac{1}{20}$	- -	- -	- -
Ramsey	30,000	10,000	40,000	30,000	- -	- -	- -	- -
Royston and Hitchin	346,666	115,466	462,132	266,675	6	- -	- -	- -
See also the "Cheshire Lines Committee," "Midland and Eastern," and "Norwich and Spalding."								
Great North of England, Clarence, and Hartlepool Junction.	*Leased to the North Eastern.*							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	15,270	- -	- -	- -	15,270	—	—	
- -	80,367	24,134	5	24,134	104,501	—	—	
—	—	—	—	—	—	—	—	
- -	1,978,359	1,400 108,595 349,895 121,116	4 4 ¼ 4 ½ 4 ¾	581,006	2,559,365	154,000	122,000	
- -	33,676	- -	- -	- -	33,676	—	—	
4 4 ½ 5	19,879,747	108,989 913,593 10,000 1,393,585 475,148 1,922,538 1,000 24,000 102,000	4 4 ¼ 4 ⅜ 4 ½ 4 ¾ 5 5 ¼ 5 ½ 6	4,950,853	24,830,600	427,230	330,620	
- -	258,925	- -	- -	- -	258,925	—	—	
- -	36,000	12,000	5	12,000	48,000	—	—	
- -	1,702,925	4,000 49,400 268,140 70,900 159,990	4 4 ¼ 4 ½ 4 ¾ 5	552,430	2,255,355	—	—	
4 ½	61,000	19,000	5	19,000	80,000	—	—	
- -	13,442	- -	- -	- -	13,442	—	—	
- -	70,828	29,600	5	29,600	100,428	—	—	
- -	25,750	13,250	5	13,250	39,000	—	—	
- -	72,868	26,000	5	26,000	98,868	—	—	
- -	78,934	28,954	5	28,954	107,888	—	—	
- -	75,000	25,000	5	25,000	100,000	—	—	
- -	39,355	8,620	5	8,620	47,975	—	—	
4	16,881,816	230,360 583,595 411,390 54,039 40,000	5 4 ½ 4 ¼ 4 3 ½	1,319,384	18,201,200	2,088,933	1,009,643	(a) Premium received on issue of new ordinary stock in 1864.
- -	55,380	23,000	5	23,000	78,380	—	—	
- -	47,970	13,000	4 ½	13,000	60,970	—	—	
- -	1,013,939	- -	- -	- -	1,013,939	—	—	
- -	30,000	10,000	5	10,000	40,000	—	—	
- -	266,675	- -	- -	- -	266,675	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Great Western - - - -	35,758,824	13,697,570	49,456,394	755,890	5	171,000	8	8,600
				2,426,416	3 1/4	3,436,961	6	56,254
				8,180,621	1 3/8	220,000	5 1/2	2,024,369
				15,968	£.1. 4. 9.	5,896,027	5	169,200
				540,944	5/8	135,459	4 3/4	
				1,400,500	7/16	4,708,824	4 1/2	
						10,000	4 5/8	
						541,985	4 1/4	
						2,511,658	4	
						687,040	£.3. 18. 10.	
						963,059	3 1/2	
Lines leased to, or worked by, the Great Western.								
Abingdon - - - -	20,000	5,000	25,000	14,960	- nil -	- -	- -	- -
Berks and Hants Extension -	498,000	165,600	663,600	108,725	1 1/2	40,510	5	- -
Bourton-on-the-Water - -	30,000	10,000	40,000	29,907	2 1/8	- -	- -	- -
Bridport - - - -	85,000	21,600	106,600	64,701	10 *s.*	20,000	6	- -
Bristol and South Wales Union	300,000	98,000	398,000	169,971	- nil -	47,454	- nil -	- -
Briton Ferry Floating Dock -	135,000	35,000	170,000	74,992	- -	40,000	5	- -
						3,740	6	
Calne - - - - - -	49,000	16,100	65,100	20,820	- -	- -	- -	- -
Coleford, Monmouth, Usk, and Pontypool.	160,000	(*a*)	160,000	156,904	3	- -	- -	- -
Corwen and Bala - - -	120,000	40,000	160,000	120,000	- -	- -	- -	- -
East Somerset - - -	135,000	38,300	173,300	68,573	- nil -	51,630	3 1/2	- -
Ely Valley - - - -	83,000	27,300	110,300	83,000	5	- -	- -	- -
Faringdon - - - -	27,500	9,100	36,600	10,000	- nil -	5,060	- nil -	- -
Gloucester and Dean Forest -	254,000	83,470	337,470	254,000	5 1/4	- -	- -	- -
Great Western and Brentford -	180,000	60,000	240,000	95,920	2 3/8	69,080	5	- -
Leominster and Kington - -	80,000	26,000	106,000	59,010	4	19,280	4 1/2	- -
Llangollen and Corwen - -	90,000	30,000	120,000	90,000	2 1/2	- -	- -	- -
Marlborough - - - -	45,000	15,000	60,000	30,134	- nil -	- -	- -	- -
Milford - - - - -	70,000	23,000	93,000	60,000	- nil -	- -	- -	- -
Much Wenlock and Severn Junction.	48,000	16,000	64,000	23,838	3	12,400	4	- -
Nantwich and Market Drayton	120,000	40,000	160,000	119,322	4 1/2	- -	- -	- -
Severn Valley - - -	600,000	200,000	800,000	362,265	4	119,660	4 1/2	- -
						28,100	- nil.	
Stourbridge - - - -	385,000	128,100	513,100	79,305	4	- -	- -	- -
				219,628	- nil.			
Stratford-upon-Avon - -	82,500	26,700	109,200	64,198	£.4. 8. 9.	16,880	5	- -
Tenbury and Bewdley - -	140,000	40,000	180,000	104,820	3	20,000	4 1/2	- -
Vale of Llangollen - - -	79,000	23,000	102,000	44,619	2	24,000	5	- -
Wallingford and Watlington -	80,000	26,600	106,600	17,555	- nil -	- -	- -	- -
Wellington and Drayton - -	200,000	66,600	266,600	192,860	- nil -	- -	- -	- -
Wellington and Severn Junction	60,000	10,000	70,000	59,862	5	- -	- -	- -
Wenlock - - - - -	125,000	41,500	166,500	67,370	- -	- -	- -	- -
Witney - - - - -	80,000	26,000	106,000	37,850	- nil -	12,150	- nil -	- -
See also the "Birkenhead," "Hammersmith and City Junction," "Ludlow and Clee Hill," "Shrewsbury and Hereford," "Tenbury," "Victoria Station and Pimlico," West Cornwall," West London," "West London Extension," and "Weymouth and Portland."								

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4 4 ¼ 4 ½ 5	34,860,775	200,000 3,192,020 1,169,224 3,608,287 2,231,878 220,613 3,000	6 5 4 ¾ 4 ½ 4 ¼ 4 3 ½	10,625,022	45,485,797	2,955,280	2,132,500	This Return is for the year ending 31st January 1868.
- -	14,960	5,000	5	5,000	19,960	—	—	
- -	149,235	99,000	5	99,000	248,235	1,000	—	
- -	29,907	9,820	5	9,820	39,727	—	—	
- -	84,701	11,000 10,600	4 ½ 5	21,600	106,301	—	—	
- -	217,425	97,905	5	97,905	315,330	—	—	
- -	118,732	20,000 15,000	6 5	35,000	153,732	—	—	
- -	20,820	11,600	5	11,600	32,420	—	—	
- -	156,904	- -	- -	- -	156,904	- -	- -	(a) Included in the Great Western Return.
- -	120,000	40,000	5	40,000	160,000	—	—	
- -	120,203	32,250 6,050	5 4 ½	38,300	158,503	—	—	
- -	83,000	7,500 15,800	4 ½ 5	23,300	106,300	—	—	
- -	15,060	7,500	5	7,500	22,560	—	—	
- -	254,000	12,950 200 11,750	4 ½ 4 ¾ 5	24,900	278,900	25,000	25,000	
- -	165,000	21,508 9,110 19,750 4,680	5 4 ¾ 4 ½ 4 ¼	55,048	220,048	—	—	
- -	78,290	10,450 15,550	5 4 ½	26,000	104,290	—	—	
- -	90,000	30,000	5	30,000	120,000	—	—	
- -	30,134	12,815	5	12,815	42,949	—	—	
- -	60,000	17,000	5	17,000	77,000	—	—	
- -	36,238	8,000	5	8,000	44,238	—	—	
- -	119,322	14,700	5	14,700	134,022	—	—	
- -	510,025	19,302	5	19,302	529,327	—	—	
- -	298,933	8,050 91,000	4 ½ 5	99,050	397,983	—	—	
- -	81,078	26,550	4 ½	26,550	107,628	—	—	
- -	124,820	2,850 37,150	4 ½ 5	40,000	164,820	—	—	
- -	68,619	22,700	4 ¾	22,700	91,319	10,000	—	
- -	17,555	- -	- -	- -	17,555	—	—	
- -	192,860	43,600	4 ½	43,600	236,460	—	—	
- -	59,862	2,830	5	2,830	62,692	—	—	
- -	67,370	24,900	5	24,900	92,270	—	—	
- -	50,000	16,000	(a)	16,000	66,000	- -	- -	(a) The interest on the debenture loans is not yet paid; a receiver in Chancery has been appointed, but no order has yet been made for the payment.

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Great Western and Brentford -	*Leased to the Great Western.*							
Gwendraeth Valleys - - -	170,000	56,600	226,600	—	—	—	—	—
Hadlow - - - - - -	The powers for making this Railway have expired.							
Halesowen and Bromsgrove Branch Railways.	168,000	56,000	224,000	450	- -	- -	- -	- -
Halifax and Ovenden Junction -	180,000	60,000	240,000	69,395	- -	- -	- -	- -
Hammersmith and City Junction -	340,000	113,000	453,000	179,884	5¼	106,914	5	- -
Harborne - - - - - -	100,000	33,000	133,000	—	—	—	—	—
Hatfield and St. Albans - -	*Worked by the Great Northern.*							
Hatfield Chase and Warping Improvement.	44,000	14,600	58,600	—	—	—	—	—
Hawes and Melmerby - - -	350,000	116,000	466,000	—	—	—	—	—
Hayling—								
Railways - - - - -	66,000	21,900	87,900	38,052	- nil -	- -	- -	- -
Docks, &c. - - - - -	60,000	20,000	80,000	—	—	—	—	—
Helston and Penryn Junction -	120,000	40,000	160,000	1,600	- nil -	- -	- -	- -
Hemel Hempstead and London and North Western.	190,000	63,200	253,200	15,130	- nil -	- -	- -	- -
Henley-in-Arden - - - - -	30,000	10,000	40,000	16,156	- -	- -	- -	- -
Hexham and Allendale - - -	120,000	40,000	160,000	71,369	- -	- -	- -	- -
Holywell - - - - - -	30,000	10,000	40,000	30,000	- -	- -	- -	- -
Horncastle - - - - - -	*Worked by the Great Northern.*							
Horsham, Dorking, and Leatherhead.	120,000	40,000	160,000	116,400	- -	- -	- -	- -
Hounslow and Metropolitan - -	120,000	40,000	160,000	—	—	—	—	—
Hoylake - - - - - -	390,000	129,300	519,300	71,600	- -	36,000	- -	- -
Hull and Selby - - - - -	*Leased to the North Eastern*							
Idle and Shipley - - - - -	55,000	18,300	73,300	—	—	—	—	—
Ilfracombe - - - - - -	210,000	70,000	280,000	33,184	- Nil -	- -	- -	- -
Ipswich and Felixstow - - -	65,000	21,800	86,800	—	—	—	—	—
Isle of Purbeck - - - - -	No Return to the Order of the House. *See* page 115.							
Isle of Wight - - - - -	599,000	198,800	797,800	120,885	- -	67,191	- -	- -
Keighley and Worth Valley - -	*Worked by the Midland.*							
Kendal and Windermere - -	*Leased to the London and North Western.*							
Kent Coast - - - - - -	*Worked by the London, Chatham, and Dover.*							
Kettering, Thrapstone, and Huntingdon.	*Worked by the Midland.*							
Kingsbridge - - - - - -	190,000	60,000	250,000	8,938	- -	- -	- -	- -
King's Lynn Docks and Railway -	66,000	22,000	88,000	28,643	- -	- -	- -	- -
Kington and Eardisley - - -	190,000	63,000	253,000	52,472	- Nil -	- -	- -	- -
Knighton - - - - -	*Worked by the London and North Western.*							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
- -	450	- -	- -	- -	450	—	—	
- -	69,395	- -	- -	- -	69,395	—	—	
- -	286,798	66,505 7,200	5 4¾	73,705	360,503	- -	- -	- - Vested jointly in the Great Western and Metropolitan.
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	38,052	16,400	5	16,400	54,452	—	—	
—	—	—	—	—	—	—	—	
- -	1,600	- -	- -	- -	1,600	—	—	
- -	15,130	- -	- -	- -	15,130	—	—	
- -	16,156	2,000	5	2,000	18,156	—	—	
- -	71,369	- -	- -	- -	71,369	—	—	
- -	30,000	- -	- -	- -	30,000	—	—	
- -	116,400	11,900	5	11,900	128,300	—	—	
—	—	—	—	—	—	—	—	
-	107,600	33,000	5	33,000	140,600	—	—	
—	—	—	—	—	—	—	—	
- -	33,184	- -	- -	- -	33,184	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	188,076	52,880	5	52,880	240,956	—	—	
- -	8,938	- -	- -	- -	8,938	—	—	
- -	28,643	- -	- -	- -	28,643	—	—	
- -	52,472	- -	- -	- -	52,472	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Lancashire and Yorkshire - -	18,486,958	6,073,353	24,560,311	12,693,594	6 ½	378,573 794,040 260,050 350,720 2,378,798	6 ½ 6 £. 5. 3. 10 5 4 ½	491,321 1,000
See also the "North Union," "Preston and Longridge Committee," and the "Preston and Wyre."								
Lancashire Union - - - -	530,000	175,000	705,000	212,740	- Nil -	- -	- -	- -
Lancaster and Carlisle - - -	*Leased to the London and North Western.*							
Landport and Southsea Tramway -	10,000	2,500	12,500	10,000	5	- -	- -	- -
Laugharne - - - - - -	50,000	16,600	66,600	—	—	—	—	—
Launceston and South Devon -	*Worked by the South Devon.*							
Leominster and Kington - -	*Worked by the Great Western.*							
Liskeard and Caradon - - -	30,825	10,000	40,825	11,625 9,120	5 - Nil -	7,200	5	- -
Liskeard and Looe Union Canal -	26,000	14,000	40,000	26,000	5 on 13,000 *l.*	- -	- -	- -
Liskeard and Looe Union Canal -	*Worked by the Liskeard and Caradon.*							
Llanelly Railway and Dock:—								
Original Undertaking - -	364,000	121,000	485,000	199,680	3 ¾	85,902 8,880	5 6	- -
Swansea Lines Undertaking -	494,000	164,560	658,560	110,053	- -	260,000	- -	- -
Carmarthen Line Undertaking	137,000	45,620	182,620	68,004	- -	68,500	- -	- -
Vale of Towy - - - -	60,000	18,000	78,000	50,822	2	- -	- -	- -
Llangollen and Corwen - -	*Worked by the Great Western.*							
Llantrissant and Taff Vale Junction	*Worked by the Taff Vale.*							
Llynvi and Ogmore - - -	755,000	251,200	1,006,200	112,180 153,020	2 ½ 1 ¼	151,650	5	- -
London and Blackwall - - -	*Leased to the Great Eastern.*							
London and Greenwich - - -	*Leased to the South Eastern.*							
London and North Western - -	42,040,900(*b*)	16,242,649(*c*)	58,283,549	29,022,591 817,464(*e*) 11,835(*d*)	6	120,840 100,000 183,400 3,592,303 574,513 601,930 570	10 8 6 5 4 ½ 4 (*d*)	310,830 2,002,094
Lines leased to, or worked by, the London and North Western.								
Birmingham, Wolverhampton, and Stour Valley.	856,421	(*g*)	856,421	506,771	4	- -	- -	- -
Buckinghamshire - -	1,245,000	(*h*)	1,245,000	1,245,000	4	- -	- -	- -
Cannock Mineral - -	160,000	40,000	200,000	108,192	3 ⅔	- -	- -	- -
Central Wales - - -	320,000	73,300	393,300	163,316	- -	40,000	- -	- -
Central Wales Extension -	578,000	159,333	737,333	310,792	- -	120,000	-	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4 3 ½	17,348,096	399,720 1,931,771 96,150 1,024,023 105,800 1,460,410 16,140 74,500	4 ¾ 4 ½ 4 ⅜ 4 ¼ 4 ⅛ 4 3 ¾ 3	5,108,514	22,456,610	74,333	64,172	
- -	212,740	- -	- -	- -	212,740	—	—	
- -	10,000	- -	- -	- -	10,000	—	—	
—	—	—	—	—	—	—	—	
- -	27,945	4,800	5	4,800	32,745	—	—	
- -	26,000	4,100 2,650	4 ½ 5	6,750	32,750	—	—	
- -	294,462	56,133 1,900 24,520 3,000	5 4 ¾ 4 ½ 4	85,553	380,015	—	—	
- -	370,053	113,355	5	113,355	483,408	—	—	
- -	136,504	45,620	5	45,620	182,124	—	—	
- -	50,822	18,000	5	18,000	68,822	—	—	
- -	416,850	9,100 4,100 93,816 36,800	4 ½ 4 ¾ 5 6	143,816	560,666	—	—	
3 ½ 4	37,338,370	700 3,121 5,600 1,898,750 2,354,175 6,883,633 803,594 179,681	3 3 ½ 3 ¾ 4 4 ¼ 4 ½ 4 ¾ 5	12,129,254	49,467,624	(f)	2,879,822	(b) Exclusive of the Capital authorised to be raised for the "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," and subscription to the "North London" and "Portpatrick" Railways and authorised loans of Shropshire Union Company. (c) *See* also the "Birmingham, Wolverhampton, and Stour Valley," and "Buckinghamshire." (d) Calls in arrear. (e) Authorised nominal additions and reductions. (f) Permissive powers given in other Companies Acts are not always exercised, and therefore the only Return the Company can make is the sum actually subscribed.
- -	506,771	- -	- -	- -	506,771	- -	- -	(g) 370,000 *l.* included in the London and North Western Return.
- -	1,245,000	- -	- -	- -	1,245,000	- -	- -	(h) 414,000 *l.* included in the London and North Western Return.
- -	108,192	25,253 11,630	4 ¾ 4 ½	36,883	145,075	—	—	
- -	203,316	70,098	5	70,098	273,414	100,000	—	
- -	430,792	142,622	5	142,622	573,414	100,000	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
London and North Western—*contd.*								
Lines leased to, or worked by, the London and North Western.								
Chester and Holyhead - -	3,605,000	1,094,332	4,699,332	2,100,000(*a*)	2 ½	150,000 (*b*) 725,000 (*c*) 630,000	4 5 5 ½	- -
Cromford and High Peak -	306,525	20,000	326,525	127,700	10 *s.*	31,910 20,000 46,915 20,000	3 3 ½ 1 ¾ 4 ½	- -
Kendal and Windermere - -	175,000	56,000	231,000	111,700	3	49,820	6	- -
Knighton - - - - -	156,000	35,300	191,300	52,495	4	24,000	5	- -
Lancaster and Carlisle - -	2,991,130	463,000	3,454,130	2,420,300	10 ½	456,000	4 ½	- -
Shropshire Union Railways and Canal.	1,200,319	814,207	2,014,526	1,200,319	3	- -	- -	- -
South Leicestershire -	195,000	64,000	259,000	175,126 Calls in arrear } 64	4 ½	- -	- -	- -
South Staffordshire - - -	1,302,000	431,300	1,733,300	944,935	4 ½	100,000 29,808	4 ½ 5	- -
Warrington and Stockport -	54,670(*d*)	- (*e*) -	54,670(*d*)	(*d*)	- -	20,510	5	- -
Watford and Rickmansworth -	70,000	23,000	93,000	31,730	- Nil -	3,200	- Nil -	- -
See also the "Birkenhead," "Ludlow and Clee Hill," "North Union," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Preston and Longridge Committee," "Preston and Wyre," "Shrewsbury and Hereford," "Tenbury," "West London," and "West London Extension."								
London and South Western - -	12,807,559	5,014,830	17,822,389	7,371,485 401,406	4 ½ (*a*)	171,277 1,146,075 2,851,835 (*a*) 27,155 4,400 4,758	7 5 4 ½ 4 ½ 4 (*b*)	864,947 315,124
Lines leased to, or worked by, the London and South Western.								
Bishop's Waltham -	24,000	7,600	31,600	12,580	- Nil -	4,880	- Nil -	- -
Devon and Cornwall -	640,000	212,933	852,933	136,475	- Nil -	- -	- -	- -
Exeter and Crediton -	105,000	34,999	139,999	70,000	4	20,000	5	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	3,605,000	91,999 44,095 700,944 140,113 117,083	4 4 ¼ 4 ½ 4 ¾ 5	1,094,234	4,699,234	- -	- -	The Chester and Holyhead Stocks are in course of conversion into an uniform 5 per cent. London and North Western Guaranteed Stock, in the proportion of— (a) £. 50 London and North Western guaranteed for every 100 l. - - - £. 1,050,000 (b) £. 100 ,, ,, - 725,000 (c) £. 110 ,, ,, - 693,000 £. 2,468,000
- -	246,525	- -	- -	- -	246,525	—	—	
- -	161,520	5,751 8,560 35,680 700 2,300	4 4 ¼ 4 ½ 4 ¾ 5	52,991	214,511	—	—	
- -	76,495	10,000 25,150	4 ½ 5	35,150	111,645	50,000	—	
- -	2,876,300	1,200 300	4 ½ 4	1,500	2,877,800	110,000	110,000	
- -	1,200,319	7,295 700 517,632 227,750 35,309	5 4 ¾ 4 ½ 4 ¼ 4	788,686	1,989,005	—	—	
- -	175,190	63,620	4 ½	63,620	238,810	—	—	
- -	1,074,743	20,800 126,650 180,290	4 4 ¼ 4 ½	327,740	1,402,483	—	—	
- -	20,510	- (e) -	- -	- (e) -	20,510	- -	- -	(d) Exclusive of 170,330 l. exchanged for 157,555 l. 5 s., London and North Western Stock, at 92½ per cent. (e) The borrowing powers and outstanding Debenture Loans are included in the return of the London and North Western Railway Company.
- -	34,930	13,500	5	13,500	48,430	—	—	
4 4½	13,158,462	563,350 365,877 1,213,721 564,230 839,973	5 4 ¾ 4 ½ 4 ¼ 4	3,547,151	16,705,613	- (c) -	650,518	(a) Issued at a discount. (b) Andover and Redbridge annuities of 5 s. 4 d. per annum taken at 5 l 18 s. 6 d. each. (c) This company only returns the amount actually subscribed.
- -	17,460	5,000	5	5,000	22,460	—	—	
- -	136,475	42,900	5	42,900	179,375	—	—	
- -	90,000	7,500 11,150 2,500 1,800	4 ¾ 4 ½ 4 ¼ (l)	22,950	112,950	- -	- -	(l) Temporary loan, bearing interest at 1 per cent. above the bank rate of discount.

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*								
London and South Western—*contd.*	£.	£.	£.	£.		£.		£.
Lines leased to, or worked by, the London and South Western.								
Lymington	34,000	7,000	41,000	22,140	1¼	11,860	5½	- -
Mid Hants	330,000	109,900	439,900	148,658	- -	25,000	- -	- -
Ringwood, Christchurch, and Bournemouth.	75,000	25,000	100,000	43,921	- nil -	- -	- -	- -
Salisbury and Dorset	175,000	58,300	233,300	149,772	- nil -	- -	- -	- -
Salisbury and Yeovil	700,000	232,733	932,733	326,697	6½	267,218	5	- -
Salisbury Railway and Market House.	17,000	4,600	21,600	12,000	4	1,000	6	- -
Staines, Wokingham, and Woking.	340,000	103,000	443,000	251,173	2⅜	50,000	5	- -
Stokes Bay Railway and Pier	40,000	13,000	53,000	24,000	- -	16,000	- -	- -
See also the "West London Extension," and "Weymouth and Portland."								
London, Brighton, and South Coast	14,035,000	4,436,000	18,471,000	6,623,080	2	220,000 411,178 3,703,560 2,441,606 449,400	7 6 5 4½ 4	1,305,744
Lines worked by the London, Brighton, and South Coast.								
Bognor	30,000	10,000	40,000	24,440	4¾	- -	- -	- -
Mid Sussex and Midhurst Junction.	70,000	20,000	90,000	70,000	- nil -	- -	- -	- -
See also the "Victoria Station and Pimlico," and "West London Extension."								
London, Chatham, and Dover	14,138,283	5,172,699	19,310,982	6,032,635	- -	4,192,727	- -	- -
Lines leased to, or worked by, the London, Chatham, and Dover.								
Crystal Palace and South London Junction.	675,000	225,000	900,000	283,120	- nil -	333,075	- nil -	- -
Kent Coast	725,000	241,000	966,000	422,500	- nil -	302,500	- nil -	- -
Mid Kent (Bromley to St. Mary's Cray).	70,000	23,000	93,000	61,550	4*	- -	- -	- -
Sevenoaks, Maidstone, and Tunbridge.	782,000†	274,666	1,056,666†	118,539	- nil -	132,000	- nil -	- -
Sittingbourne and Sheerness	150,000	49,600	199,600	48,050	- nil -	40,820	- nil -	- -
See also the "Victoria Station and Pimlico."								
London, Tilbury, and Southend	662,000	190,000	852,000	650,650	6	- -	- -	- -
London, Worcester, and South Wales	320,000	106,600	426,600	32,530	- nil -	- -	- -	- -
Longton, Adderley Green, and Bucknall.	50,000	16,000	66,000	—	—	—	—	—
Lostwithiel and Fowey	30,000	10,000	40,000	15,102	- -	6,534	- -	- -
Louth and Lincoln	250,000	83,000	333,000	—	—	—	—	—
Lowestoft	*Included in the Great Eastern Return.*							
Luddenden Valley	22,000	7,300	29,300	2,150	- nil -	- -	- -	- -
Ludlow and Clee Hill	30,000	10,000	40,000	30,000	- nil -	- -	- -	- -
Lugg Valley	90,000	30,000	120,000	—	—	—	—	—
Lymington	*Worked by the London and South Western.*							
Lynn and Hunstanton	*Worked by the Great Eastern.*							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	34,000	4,500 2,000 500	5 4½ 4¼	7,000	41,000	—	—	
- -	173,658	58,400	5	58,400	232,058	—	—	
- -	43,921	8,880 6,000	5 6	14,880	58,801	—	—	
- -	149,772	45,384	5	45,384	195,156	—	—	
- -	593,915	30,000 40,850 111,900	4¼ 4½ 5	182,750	776,665	—	—	
- -	13,000	1,500 2,000	5 4½	3,500	16,500	—	—	
- -	301,173	30,335 7,415 52,050	5 4¾ 4½	89,800	390,973	—	—	
- -	40,000	13,000	5	13,000	53,000	—	—	
4	15,154,568	1,063,062 104,600 582,650 256,550 737,370	5 4¾ 4½ 4¼ 4	2,744,232	17,898,800	595,000	330,498	
- -	24,440	- -	- -	- -	24,440	—	—	
- -	70,000	20,000	5	20,000	90,000	—	—	
- -	10,225,362	1,600 10,000 2,387,108 4,000 28,916 1,866,069	4½ 4¾ 5 5¼ 5½ 6	4,297,693	14,523,055	—	—	
- -	616,195	108,225 116,365	5 6	224,590	840,785	—	—	
- -	725,000	29,150 209,062	5 6	238,212	963,212	—	—	
- -	61,550	500 14,100 8,400	4 5 5½	23,000	84,550	- -	- -	*Fixed rate paid by the London, Chatham, and Dover.
- -	250,539	47,100 46,400	6 5	93,500	344,039	- -	- -	†Less the authorised amount by 43,000 *l.* shares cancelled.
- -	88,870	25,400 1,600 12,000	5 5½ 6	39,000(*a*)	127,870(*a*)	- -	- -	(*a*) And 12,148 *l.* 14 *s.* 2 *d.* arrears of debenture interest.
- -	650,650	63,600 1,000 85,400	4½ 4¾ 5	150,000	800,650	—	—	
- -	32,530	- -	- -	- -	32,530	—	—	
—	—	—	—	—	—	—	—	
- -	21,636	5,700 3,700	5 6	9,400	31,036	—	—	
—	—	—	—	—	—	—	—	
- -	2,150	- -	- -	- -	2,150	—	—	
- -	30,000	9,700	5	9,700	39,700	- -	- -	The line is worked by the Great Western, and London and North Western jointly.
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Macclesfield, Bollington, and Marple	200,000	66,600	266,600	105,100	- nil -	- -	- -	- -
Macclesfield, Knutsford, and Warrington.	400,000	133,000	533,000	2,705	- -	- -	- -	- -
Maidstone and Ashford - - -	350,000	116,000	466,000	5,400	- -	- -	- -	- -
Manchester and Milford - -	681,300	227,100	908,400	331,790	- nil -	190,200	- nil -	- -
Manchester and Stockport - -	200,000	66,600	266,600	—	—	—	—	—
Manchester, Buxton, Matlock, and Midlands Junction.	*Leased to the London and North Western, and Midland, and worked by the Midland.*							
Manchester, Sheffield, and Lincolnshire.	11,854,998	3,728,100	15,583,098	4,563,232	1 ½	2,273,555 1,264,582 225,000 366,698	6 5 4 ½ 3 ¼	79,577 105,455
South Yorkshire and River Dun *See* also the "Cheshire Lines Committee," and "Oldham, Ashton-under-Lyne, and Guide Bridge Junction."	2,240,000	1,249,604	3,489,604	704,036	5	802,442 448,980	5 4	- -
Marlborough - - - -	*Worked by the Great Western.*							
Maryport and Carlisle - - -	555,000	175,000	730,000	280,575	7 ½	252,825	6 *l.* 7 *s.* 3 *d.*	- -
Mellis and Eye - - - -	*Worked by the Great Eastern.*							
Merrybent and Darlington - -	60,000	20,000	80,000	—	—	—	—	—
Mersey Pneumatic - - -	350,000	116,600	466,600	—	—	—	—	—
Metropolitan - - - - -	5,100,000	1,666,666	6,766,666	3,699,297	7 on 1,800,000 *l.*	613,615	5	- -
Metropolitan and St. John's Wood -	750,000	248,000	998,000	300,000	- nil -	144,154	- nil -	- -
Metropolitan District - - -	3,750,000	1,250,000	5,000,000	1,846,271	- -	- -	- -	53,014
Mid Hants - - - - -	*Worked by the London and South Western.*							
Mid Kent (Bromley to St. Mary's Cray).	*Leased to the London, Chatham, and Dover.*							
Midland - - - - -	28,551,496	6,978,507	35,530,003	11,355,720 978,533 (*a*) 9,577	5 ½ 4 ⅛	140,000 (*b*) 145,000 (*c*) 25,000 1,949,903 5,662,205 1,853,087 2,475,000	8 6 6 6 5 4 ½ 4	1,040,345
Lines leased to, or worked by, the Midland.								
Evesham and Redditch - -	149,000	49,600	198,600	119,091	- nil -	- -	- -	- -
Keighley and Worth Valley -	72,000	24,000	96,000	35,075	- nil -	13,880	6 for ½ year.	- -
Kettering, Thrapston, and Huntingdon.	230,000	75,600	305,600	100,000	- nil -	130,000	1	- -
Manchester, Buxton, Matlock, and Midlands Junction.	453,750	151,250	605,000	436,250	2 *l.* 8 *s.* 6 *d.*	- -	- -	- -
North Western - - -	1,412,609	346,691	1,759,300	785,560	3 ½	126,285	5	- -
Peterborough, Wisbeach, and Sutton.	339,500	108,000	447,500	110,000	- nil -	150,000	- nil -	- -
Redditch - - - -	50,000	16,500	66,500	35,000	4	- -	- -	- -
Stonehouse and Nailsworth -	101,000	33,600	134,600	63,940	- nil -	10,000	- nil -	- -
Tewkesbury and Malvern -	No Return to the Order of the House.			*See* page 115.	—	—	—	—
See also the "Cheshire Lines Committee," "Midland and Eastern," and "Norwich and Spalding."								
Midland and Eastern - - -	213,000	71,000	284,000	213,000	2⅜	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	105,100	- -	- -	- -	105,100	—	—	
- -	2,705	- -	- -	- -	2,705	—	—	
- -	5,400	- -	- -	- -	5,400	—	—	
- -	521,990	171,850	5	171,850	693,840	—	—	
—	—	—	—	—	—	—	—	
4	8,878,099	1,000	3 3/4	3,495,879	12,373,978	2,055,333	917,775	
5		113,281	4					
		659,011	4 1/4					
		40,000	4 3/8					
		1,051,222	4 1/2					
		1,013,830	4 3/4					
		617,535	5					
- -	1,955,458	23,469	4	1,137,276	3,092,734	100,000	70,000	This includes all the capital of the company, both railway and navigation.
		128,185	4 1/4					
		2,300	4 3/8					
		479,490	4 1/2					
		311,982	4 3/4					
		191,850	5					
- -	533,400	73,581	4 1/2	174,305	707,705	—	—	
		32,295	4 1/4					
		68,429	4					
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	4,312,912	21,800	4	1,331,323	5,644,235	100,000	78,000	
		13,100	4 1/4					
		454,683	4 1/2					
		317,820	4 3/4					
		523,920	5					
- -	444,154	70,600	6	70,600	514,754	—	—	
- -	1,899,285	2,900	5	275,487	2,174,772	—	—	
		7,750	5 1/2					
		264,837	6					
4	25,634,370	82,562	5	5,748,157	31,382,527	2,038,591	1,162,761	(a) Amount paid on cancelled shares. (b) Guaranteed a minimum dividend of 6 l. per cent. per annum, with right to participation in further profits declared rateably with the ordinary stock of the Company. (c) Guaranteed a minimum dividend of 6 l. per cent. per annum, with right to equal participation in profits when they exceed the rate of 6 l. per cent. per annum.
		679,560	4 3/4					
		5,300	4 7/8					
		2,667,575	4 1/2					
		775,026	4 1/4					
		1,473,874	4					
		15,260	3 3/4					
		6,000	3 1/2					
		43,000	3					
- -	119,091	49,600	5	49,600	168,691	—	—	
- -	48,955	8,210	6	11,975	60,930	—	—	
		3,765	5					
- -	230,000	75,600	5	75,600	305,600	—	—	
- -	436,250	15,680	4	109,128	545,378	—	—	
		29,877	4 1/4					
		24,060	4 1/2					
		10,392	4 3/4					
		29,119	5					
- -	911,845	112,141	4	302,625	1,214,470	—	—	
		63,224	4 1/4					
		71,298	4 1/2					
		1,500	4 3/4					
		54,462	5					
- -	260,000	92,472	5	92,472	352,472	15,000	—	
- -	35,000	11,500	4 1/4	11,500	46,500	—	—	
- -	73,940	21,000	5	21,000	94,940	—	—	
—	—	—	—	—	—	—	—	
- -	213,000	69,500	5	69,500	282,500	- -	- -	This Railway is worked by the Great Northern and Midland.

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Midland and South Western Junction	90,000	30,000	120,000	57,250	- nil -	- -	- -	- -
Midland Counties and South Wales	1,335,000	444,500	1,779,500	109,960	- nil -	213,770	- nil -	- -
Mid-Sussex and Midhurst Junction	*Worked by the London, Brighton, and South Coast.*							
Mid-Wales - - - - - -	1,400,000	464,500	1,864,500	401,970	- nil -	360,000	- nil -	- -
Milford - - - - - -	*Worked by the Great Western.*							
Milford Haven, Dock, and Railway	No Return to the Order of the House. *See* page 115.							
Minehead - - - - - -	70,000	23,300	93,300	—	—	—	—	—
Mistley Thorpe and Walton - -	51,000	17,000	68,000	20,126	- nil -	- -	- -	- -
Mold and Denbigh Junction - -	459,000	151,600	610,600	225,000	- nil -	100,000	- nil -	- -
Monmouthshire Railway and Canal -	1,145,000	386,450	1,531,450	720,000	5	315,000	5	- -
Moretonhampstead and South Devon	*Leased to the South Devon.*							
Mowddwy - - - - - -	21,000	7,000	28,000	21,000	- -	- -	- -	- -
Much Wenlock and Severn Junction	*Worked by the Great Western.*							
Muswell Hill Estate - - -	70,000	- -	70,000	—	—	—	—	—
Nantwich and Market Drayton -	*Worked by the Great Western.*							
Neath and Brecon - - - - -	900,000	300,000	1,200,000	615,800	- -	144,800	- -	- -
New Milford Docks - - -	270,000	89,900	359,900	7,650	- nil -	- -	- -	- -
Newport and Usk - - - - -	138,000	46,000	184,000	15,680	- nil -	- -	- -	- -
Newport Pagnell - - - - -	350,000	116,000	466,000	31,031	- -	57,612	- -	- -
Newquay and Cornwall Junction -	27,000	9,000	36,000	12,055	- -	- -	- -	- -
New Romney - - - - -	85,000	28,300	113,300	5,737	- nil -	- -	- -	- -
North and South Western Junction -	118,600	(*a*)	118,600	92,860	5¼	- -	- -	- -
North and South Wiltshire - -	270,000	90,000	360,000	—	—	—	—	—
North Eastern - - - - -	34,516,804	11,157,746	45,674,550(*a*)	1,997,463 (*b*)1,305,000 8,056,968 3,220,125 50,000 1,394,423 222,122	7¾ 7⅜ 5½ 4⅞ 4 3 - nil -	440,570 1,356,570 410,900 186,574 2,897,122 2,840,441 1,204,133 2,788,818	8 6 5½ 5¼ 5 4½ 4 3⅝	186,805 200,527
Great North of England, Clarence, and Hartlepool Junction.	74,000	24,500	99,400	41,875	3	13,725 16,918	5 4½	- -
Hull and Selby - - -	733,000	244,333	977,333	700,000	9 *l.* 18 *s.* -*d.*	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	57,250	12,500	5	12,500	69,750	—	—	
- -	323,730	94,900	5	94,900	418,630	—	—	
- -	761,970	232,000	5	232,000	993,970	—	—	
—	—	—	—	—	—	—	—	
- -	20,126	12,000	5	12,000	32,126	—	—	
- -	325,000	107,000	5	107,000	432,000	—	—	
- -	1,035,000	530 8,300 60,756 147,813 31,450 133,663	3 ½ 4 4 ¼ 4 ½ 4 ¾ 5	382,512	1,417,512	60,000	41,500	
- -	21,000	7,000	5	7,000	28,000	—	—	
—	—	—	—	—	—	—	—	
- -	760,600	274,900	5	274,900	1,035,500	—	—	
- -	7,650	- -	- -	- -	7,650	—	—	
- -	15,680	- -	- -	- -	15,680	—	—	
- -	88,643	39,900	5	39,900	128,543	—	—	
- -	12,055	- -	- -	- -	12,055	—	—	
- -	5,737	- -	- -	- -	5,737	—	—	
- -	92,860	3,000 8,400 14,000	4 ¼ 4 ½ 4 ¾	25,400	118,260	- -	- -	(a) Converted into Share Capital.
—	—	—	—	—	—	—	—	
4 ½ 4	28,758,561	729,316 1,155,108 4,412,955 1,717,926 1,472,852 500 59.000 21,400 19,500 50,010 115,869 22,163 14,600 5,000	5 4 ¾ 4 ½ 4 ¼ 4 3 ¾ 3 ½ 3 5 4 ¾ 4 ½ 4 ¼ 4 3 ¾	9,569,057 (c) 227,142	38,327,618 227,142	479,370 —	243,807 —	(a) Inclusive of 300,000 *l.*, which, by the 16 & 17 Vict. c. 136, the Leeds Northern Railway Company were authorised to raise by shares or loans, but as the Act limited the aggregate amount which that Company had power to raise, to the total amount at which it stood before the passing of that Act, the total capital and loans is not increased thereby. This power was continued to the North Eastern Company by 20 & 21 Vict. c. 19, and subsequent Acts. (b) 150,000 *l.* of this is 4 per Cent. Preferential Stock, but participates in any excess of dividend paid on the ordinary stock. (c) The Company, as lessees of the "Great North of England, Clarence, and Hartlepool Junction," and "Hull and Selby" Railways, had these loans, in addition to their own, outstanding on the 31st December 1867.
- -	72,518	- -	- -	- -	72,518	—	—	
- -	700,000	- -	- -	- -	700,000	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Northern and Eastern - - -	*Included in the Great Eastern Return.*							
North Kent Railway Extension -	120,000	40,000	160,000	—	—	—	—	—
North London - - - -	2,675,000	890,866	3,565,866	1,605,387	5 ¾	700,000	4 ¾	7,075
North London, Highgate, and Alexandra Park.	No Return to the Order of the House. *See* page 115.							
North Metropolitan - - -	1,600,000	533,000	2,133,000	—	—	—	—	—
North Staffordshire - - -	5,341,000	1,746,600	7,087,600	3,200,000	3 ¼	1,525,000	5	- -
Northumberland Central - -	75,000	25,000	100,000	39,687	- -	- -	- -	- -
North Union - - - - - -	739,201	380,050	1,119,251	739,201	8 *l.* 16 *s.* – ½ *d.*	- -	- -	- -
North Western - - - -	*Leased to the Midland.*							
North Western and Charing Cross -	990,000	330,000	1,320,000	5,400	- nil -	- -	- -	- -
Norwich and Spalding - - -	170,000	56,000	226,000	93,050	- -	- -	- -	- -
Nottingham and Grantham Railway and Canal.	*Leased to the Great Northern.*							
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	140,000	46,600	186,600	100,000	- nil -	40,000 guaranteed.	4 ¾	- -
Pembroke and Tenby - - -	395,000	131,200	526,200	75,748	5	142,580	5	- -
Penarth Harbour, Dock, and Railway.	*Leased to the Taff Vale.*							
Peterborough, Wisbeach, and Sutton	*Worked by the Midland.*							
Petersfield and Bishop's Waltham -	150,000	50,000	200,000	—	—	—	—	—
Plymouth and Dartmoor - -	110,000	25,000	135,000	35,000	- nil -	- -	- -	- -
Pontypool, Caerleon, and Newport -	100,000	33,300	133,300	—	—	—	—	—
Poole and Bournemouth - - -	60,000	20,000	80,000	—	—	—	—	—
Potteries, Shrewsbury, and North Wales.	1,110,000	367,900	1,477,900	698,000	- nil -	100,000	- nil -	- -
Presteign, Clun, and Bishop's Castle	220,000	73,000	293,000	474	- -	- -	- -	- -
Preston and Longridge Railway Joint Committee (late the Fleetwood, Preston, and West Riding Junction).	270,000	50,000	320,000	206,967	(*a*)	- -	- -	- -
Preston and Wyre - - - -	668,000	119,343	787,343	668,000	7 *l.* 17 *s.* 2 *d.* in perpetuity.	- -	- -	- -
Ramsey - - - - -	*Worked by the Great Northern.*							
Redditch - - - - -	*Worked by the Midland.*							
Redruth and Falmouth Junction -	80,000	26,600	106,600	—	—	—	—	—

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
4	2,312,462	75,000 159,300 432,091 65,700 1,800	5 4 3/4 4 1/2 4 1/4 4	733,891	3,046,353	—	—	
—	—	—	—	—	—	—	—	
- -	4,725,000	290,650 443,023 568,069 226,762 12,770	5 4 3/4 4 1/2 4 1/4 4	1,541,274	6,266,274	80,000	47,550	
- -	39,687	- -	- -	- -	39,687	—	—	
- -	739,201	94,020 116,317 26,100 132,904 10,000 200	4 4 1/4 4 3/8 4 1/2 4 3/4 5	379,541	1,118,742	- -	- -	"The North Union is leased to the London and North Western and Lancashire and Yorkshire Companies, which two Companies jointly pay to the North Union proprietors in respect of the share capital of 739,201 *l.* an annual rent of 66,063 *l.* 18 *s.*, or about 8 *l.* 16 *s.* -1/2 *d.* per cent. per annum."
- -	5,400	- -	- -	- -	5,400	—	—	
- -	93,050	100 1,400 54,500	4 1/2 4 3/4 5	56,000	149,050	- -	- -	This line is worked by the Great Northern and Midland.
- -	140,000	34,257 1,900 6,240	4 1/2 4 3/4 5	42,397	182,397	- -	- -	Leased to the London and North Western and Manchester, Sheffield, and Lincolnshire jointly.
- -	218,328	89,720	5	89,720	308,048	—	—	
—	—	—	—	—	—	—	—	
- -	35,000	- -	- -	- -	35,000	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	798,000	314,990	5	314,990	1,112,990	—	—	
- -	474	- -	- -	- -	474	—	—	
- -	206,967	1,000 3,000 7,800 13,060	4 4 1/4 4 1/2 4 3/4	24,860	231,827	- -	- -	(*a*) This undertaking has been purchased by the London and North Western and Lancashire and Yorkshire Companies for 105,664 *l.*, upon which interest has been paid at five per cent. On the 1st July 1868 the shares will be redeemed.
- -	668,000	25,143 19,100 4,800 60,600	4 4 1/4 4 3/8 4 1/2	109,643	777,643	- -	- -	Leased to the London and North Western and Lancashire and Yorkshire.
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867 paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Rhondda Valley and Hirwain Junction.	135,000	45,000	180,000	1,685	- -	- -	- -	- -
Rhymney - - - - - -	862,000	287,300	1,149,300	190,976	3	66,034 78,110 90,000 guaranteed.	6 5 5	- -
Ribblesdale - - - - - -	180,000	60,000	240,000	2,630	- -	- -	- -	- -
Rickmansworth, Amersham, and Chesham.	90,000	30,000	120,000	—	—	—	—	—
Ringwood, Christchurch, and Bournemouth.	*Worked by the London and South Western.*							
Ross and Monmouth - - -	160,000	53,000	213,000	3,594	- -	- -	- -	- -
Royston and Hitchin - - -	*Leased to the Great Northern.*							
Ryde Pier Railways - - -	93,000	35,000	128,000	52,922	6	- -	- -	- -
Ryde Station - - - - - -	65,000	21,600	86,600	17,500	- nil -	- -	- -	- -
Saffron Walden - - - -	*Worked by the Great Eastern.*							
St. Ives and West Cornwall Junction	No Return to the Order of the House. *See* page 115.							
Salisbury and Dorset Junction -	*Worked by the London and South Western.*							
Salisbury and Yeovil - - -	*Leased to the London and South Western.*							
Salisbury Railway and Market House	*Worked by the London and South Western.*							
Saltash and Callington - - -	100,000	33,300	133,300	—	—	—	—	—
Saundersfoot Railway and Harbour -	29,500	12,000	41,500	17,500	- nil -	- -	- -	- -
Scarborough and Whitby - -	275,000	91,600	366,600	—	—	—	—	—
Seaton and Beer - - - - -	48,000	16,000	64,000	35,257	- -	11,287	5	- -
Sevenoaks, Maidstone, and Tunbridge.	*Worked by the London, Chatham, and Dover.*							
Severn Junction - - - - -	420,000	140,000	560,000	1,200	- -	- -	- -	- -
Severn Valley - - - - -	*Leased to the Great Western.*							
Shrewsbury and Hereford - -	675,000	225,000	900,000	577,130 (*a*) 4,502	6 4½	50,000	4½	35,565
Shropshire Union Railways and Canal.	*Leased to the London and North Western.*							
Sidmouth and Budleigh Salterton -	No Return to the Order of the House. *See* page 115.							
Sidmouth Railway and Harbour -	120,000	40,000	160,000	6,096	- nil -	- -	- -	- -
Sirhowy - - - - - -	145,000	48,300	193,300	105,000	9½	40,000	5	- -
Sittingbourne and Sheerness - -	*Leased to the London, Chatham, and Dover.*							
Skipton and Wharfdale - - -	80,000	26,000	106,000	—	—	—	—	—
Somerset and Dorset - - -	1,177,000	439,000	1,616,000	302,012	- nil -	210,035	- nil -	- -
Southam - - - - - -	70,000	23,000	93,000	—	—	—	—	—

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	1,685	- -	- -	- -	1,685	—	—	
- -	425,120	82,855 7,700 47,675	5 4 3/4 4 1/4	138,230	563,350	—	—	
- -	2,630	- -	- -	- -	2,630	—	—	
—	—	—	—	—	—	—	—	
- -	3,594	- -	- -	- -	3,594	—	—	
- -	52,922	11,000	5	11,000	63,922	—	—	
- -	17,500	- -	- -	- -	17,500	—	—	
—	—	—	—	—	—	—	—	
- -	17,500	8,000	5	8,000	25,500	—	—	
—	—	—	—	—	—	—	—	
- -	46,544	11,150	5	11,150	57,694	—	—	
- -	1,200	- -	- -	- -	1,200	—	—	
4	667,197	11,900 19,300 142,065 5,500 10,630	5 4 3/4 4 1/2 4 1/4 4	189,395	856,592	10,000	5,000	(a) Paid in advance of calls. This line is leased to the London and North Western and Great Western jointly.
- -	6,096	- -	- -	- -	6,096	—	—	
- -	145,000	39,370	5	39,370	184,370	—	—	
—	—	—	—	—	—	—	—	
- -	512,047	10,410 328,320	4 1/2 5	338,730	850,777	12,000	12,000	Interest on debentures not paid since 21st July 1866.
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
South Devon	2,535,420	818,966	3,354,386	1,498,300	2½	115,875 403,795 53,470	3½ 4½ 5	80,875 49,985
Leased to, and worked by, the South Devon. Dartmouth and Torbay	175,000	58,300	233,300	71,176	nil	85,000	nil	- -
Launceston and South Devon	216,000	72,000	288,000	148,545	nil	10,460	5	- -
Moretonhampstead and South Devon.	105,000	35,000	140,000	81,563	nil	- -	- -	- -
See also the "West Cornwall."								
South Eastern	15,911,230	5,303,744	21,214,974	7,637,049	3	2,415,410 2,732,872 800,000	4½ 5 5⅛	67,980 478,500
London and Greenwich	760,000	233,300	993,300	550,000	2*l.* 14*s.* 7*d.*	210,000	5	- -
South Essex	310,000	103,300	413,300	—	—	—	—	—
South Leicestershire	*Worked by the London and North Western.*							
South Northumberland	60,000	20,000	80,000	—	—	—	—	—
Southsea	No Return to the Order of the House. *See* page 115.							
South Staffordshire	*Leased to the London and North Western.*							
South Wales and Great Western Direct.	1,800,000	600,000	2,400,000	—	—	—	—	—
South Wales Mineral	145,000	48,000	193,000	55,160	5½ (*a*)	67,998	6 (*b*)	- -
South Yorkshire and River Dun	*Leased to the Manchester, Sheffield, and Lincolnshire.*							
Spilsby and Firsby	25,000	8,333	33,333	19,490	nil	- -	- -	- -
Stafford and Uttoxeter	180,000	59,900	239,900	134,260	nil	- -	- -	- -
Staines, Wokingham, and Woking	*Leased to the London and South Western.*							
Stamford and Essendine	145,000	46,000	191,000	96,500	nil	18,500	nil	- -
Stoke's Bay Railway and Pier	*Worked by the London and South Western.*							
Stonehouse and Nailsworth	*Leased to the Midland.*							
Stourbridge	*Worked by the Great Western.*							
Stratford-upon-Avon	*Worked by the Great Western.*							
Sunningdale and Cambridge Town	110,000	36,200	146,200	50,087	nil	- -	- -	- -
Surrey and Sussex Junction	705,000	235,000	940,000	277,100	nil	- -	- -	- -
Swansea and Aberystwith Junction.	No Return to the Order of the House. *See* page 115.							
Swansea Vale	335,000	111,600	446,600	130,166	10*s.*	76,540 5,740 17,800	6 5 4	- -
Swansea Vale and Neath and Brecon Junction.	135,000	45,000	180,000	84,900	- -	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4 4 ½	2,202,300	12,450 52,800 243,565 17,830 204,905	4 4 ¼ 4 ½ 4 ¾ 5	531,550	2,733,850	123,750	123,750	An annual charge of 10,141 *l.* on old preference shares which have been consolidated with the ordinary stock is not represented in the Preferential Capital column.
- -	156,176	1,150 1,000 50,515 1,000	4 ½ 4 ¾ 5 6	53,665	209,841	—	—	
- -	159,005	60,000	5	60,000	219,005	—	—	
- -	81,563	35,000	5	35,000	116,563	—	—	
4 5	14,131,811	255,985 464,789 1,649,144 426,803 1,529,126	4 4 ¼ 4 ½ 4 ¾ 5	4,325,847	18,457,658	- -	- -	This Return is for the year ending 31st January 1868.
- -	760,000	215,200 10,000	4 5	225,200	985,200	- -	- -	150,000 *l.* of the ordinary stock being raised at 6 *l.* 10 *s.* per 20 *l.* share makes the nominal amount 861,540 *l.*, on which the dividend of 2 *l.* 14 *s.* 7 *d.* is paid. 60,000 *l.* of the preference capital being raised at 16 *l.* 10 *s.* per 20 *l.* share makes the nominal amount 222,520 *l.*, on which the 5 per cent. is paid.
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	123,158	47,900	5	47,900	171,058	- -	- -	(*a*) This dividend is applicable only to 10,830 *l.*, the capital represented by 1,083 shares of 10 *l.* each held by the public. The residue is held by or on account of the Glyncorrwg Coal Company, Limited, the Lessees of the railway, who, being the receivers of all the tolls and rates, the dividends upon their shares do not pass through the books of the company.
- -	19,490	- -	- -	- -	19,490	—	—	
- -	134,260	59,900	5	59,900	194,160	—	—	
- -	115,000	21,000	5	21,000	136,000	—	—	(*b*) This dividend applies only to 20,000 *l.*, the capital represented by 2,000 10 *l.* shares held by the public, and the above remarks apply to the remainder.
- -	50,087	12,300	6	12,300	62,387	—	—	
- -	277,100	- -	- -	- -	277,100	—	—	
- -	230,246	77,655	5	77,655	307,901	—	—	
- -	84,900	34,970	5	34,970	119,870	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Taff Vale	1,460,000	437,000	1,897,000	998,775	8 ½	165,000 53,225 66,775	8 ½ 4 ½ 5	38,817
Lines leased to, and worked by, the Taff Vale.								
Aberdare	50,000	16,600	66,600	50,000	10	- -	- -	- -
Cowbridge	No Return to the Order of the House. *See* page 115.							
Dare Valley	35,000	11,500	46,500	34,400	- -	- -	- -	- -
Llantrissant and Taff Vale Junction.	181,000	60,000	241,000	40,000	5	- -	- -	- -
Penarth Harbour, Dock, and Railway.	622,000	207,000	829,000	304,270	- nil -	222,500	- nil -	- -
Talacre Pier and Harbour	150,000	50,000	200,000	—	—	—	—	—
Talyllyn	15,000	5,000	20,000	15,000	- -	- -	- -	- -
Tamar, Kit Hill, and Callington	No Return to the Order of the House. *See* page 115.							
Tees Valley	50,000	16,600	66,600	29,288	- nil -	- -	- -	- -
Teign Valley	75,000	25,000	100,000	18,559	- -	- -	- -	- -
Teme Valley	350,000	116,000	466,000	—	—	—	—	—
Tenbury	30,000	10,000	40,000	24,540	3	- -	- -	- -
Tenbury and Bewdley	*Worked by the Great Western.*							
Tendring Hundred *Tendring Hundred Extension*	*Worked by the Great Eastern.*							
Tewkesbury and Malvern	*Worked by the Midland.*							
Thetford and Watton	45,000	15,000	60,000	16,128	- -	- -	- -	- -
Thorpe and Great Clacton Railway and Pier.	40,000	13,300	53,300	—	—	—	—	—
Tiverton and North Devon	90,000	30,000	120,000	3,230	- nil -	- -	- -	- -
Torbay and Brixham	18,000	6,000	24,000	18,000	- nil -	- -	- -	- -
Tottenham and Hampstead Junction	410,000	136,533	546,533	273,170	- nil -	- -	- -	- -
Trent, Ancholme, and Grimsby	180,000	60,000	240,000	180,000	- nil -	- -	- -	- -
Uxbridge and Rickmansworth	113,000	37,300	150,300	16,810	- nil -	- -	- -	- -
Vale of Clwyd	120,000	23,300	143,300	60,000	5	40,000	5	- -
Vale of Crickhowell	234,000	78,000	312,000	15,000	- -	- -	- -	- -
Vale of Llangollen	*Worked by the Great Western.*							
Vale of Towy	*Leased to the Llanelly.*							
Victoria Station and Pimlico	412,500	137,500	550,000	225,000	9	130,000	4 ½	65,624
Wallingford and Watlington	*Worked by the Great Western.*							
Wantage and Great Western Junction	25,000	8,300	33,300	2,200	- -	- -	- -	- -
Ware, Hadham, and Buntingford	*Worked by the Great Eastern.*							
Warrington and Stockport	See *London and North Western.*							
Waterloo and Whitehall	210,000	57,000	267,000	68,985	- -	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867 and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	1,322,592	116,469 95,733 91,574 59,600 34,807	4 4 ¼ 4 ½ 4 ¾ 5	398,183	1,720,775	65,000	18,000	
- -	50,000	11,600 1,750 1,000 2,250	4 4 ½ 4 ¾ 5	16,600	66,600	—	—	
- -	34,400	2,000 9,500	5 4 ½	11,500	45,900	—	—	
- -	40,000	6,150 6,850	4 4 ¼	13,000	53,000	—	—	
- -	526,770	27,500 30,000 149,500	4 ½ 4 ¾ 5	207,000	733,770	—	—	
—	—	—	—	—	—	—	—	
- -	15,000	- -	- -	- -	15,000	—	—	
- -	29,288	- -	- -	- -	29,288	—	—	
- -	18,559	- -	- -	- -	18,559	—	—	
—	—	—	—	—	—	—	—	
- -	24,540	4,530 5,470	4 ½ 5	10,000	34,540	- -	- -	Vested jointly in the Great Western and London and North Western.
- -	16,128	- -	- -	- -	16,128	—	—	
—	—	—	—	—	—	—	—	
- -	3,230	- -	- -	- -	3,230	—	—	
- -	18,000	6,000	6	6,000	24,000	—	—	
- -	273,170	53,300	5	53,300	326,470	—	—	
- -	180,000	11,700 22,320 21,390	4 ½ 4 ¾ 5	55,410	235,410	—	—	
- -	16,810	- -	- -	- -	16,810	—	—	
- -	100,000	23,300	4 ½	23,300	123,300	—	—	
- -	15,000	- -	- -	- -	15,000	—	—	
4 ½	420,624	3,500 35,450 47,950	4 4 ¼ 4 ½	86,900	507,524	- -	- -	Used by the London, Brighton, and South Coast, London, Chatham, and Dover, and the Great Western.
- -	2,200	- -	- -	- -	2,200	—	—	
- -	68,985	- -	- -	- -	68,985	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—*contd.*	£.	£.	£.	£.		£.		£.
Watford and Rickmansworth -	*Worked by the London and North Western.*							
Weald of Kent - - - - -	200,000	66,000	266,000	—	—	—	—	—
Wellington and Drayton - -	*Worked by the Great Western.*							
Wellington and Severn Junction -	*Leased to the Great Western.*							
Wenlock - - - - - -	*Leased to the Great Western.*							
Wensum Valley - - - - -	No Return to the Order of the House. *See* page 115.							
West Bromwich and Walsall - -	100,000	33,300	133,300	—	—	—	—	—
West Cornwall - - - - -	492,900	165,000	657,900	346,900	2 ¼	39,000	5	- -
West Grinstead, Cuckfield, and Hayward's Heath Junction.	110,000	36,000	146,000	—	—	—	—	—
West London - - - - -	210,000	65,000	275,000	116,000	- -	47,200	- -	- -
West London Extension - - -	555,000	185,000	740,000	532,500	- -	- -	- -	- -
West Norfolk Junction - - -	*Worked by the Great Eastern.*							
West Somerset - - - - -	*Leased to the Bristol and Exeter.*							
West Somerset Mineral - - -	75,000	21,500	96,500	32,500	5	32,500	6	- -
West Sussex Junction - - -	125,000	41,600	166,600	10,097	- nil -	- -	- -	- -
Weymouth and Portland - -	75,000	25,000	100,000	75,000	4 ½	- -	- -	- -
Whitby, Redcar, and Middlesborough Union.	250,000	83,300	333,300	—	—	—	—	—
Whitehaven, Cleator, and Egremont	288,000	95,600	383,600	234,912	9 ½	15,488	5	- -
Wilts and Gloucestershire - -	243,000	81,000	324,000	13,535	- -	- -	- -	- -
Wiltshire - - - - - -	240,000	80,000	320,000	21,240	- -	- -	- -	- -
Winchcomb and Midland - -	42,000	14,000	56,000	—	—	—	—	—
Witney - - - - - -	*Worked by the Great Western.*							
Wivenhoe and Brightlingsea - -	*Worked by the Great Eastern.*							
Wolverhampton and Walsall - -	145,000	48,300	193,300	53,968	- -	- -	- -	- -
Worcester, Bromyard, and Leominster.	200,000	66,500	266,500	107,116	- -	- -	- -	- -
Worcester, Dean Forest, and Monmouth.	720,000	240,000	960,000	—	—	—	—	—
Wrexham and Minera - - -	96,000	32,000	128,000	36,000	- -	- -	- -	- -
Wrexham, Mold, and Connah's Quay	865,000	288,200	1,153,200	262,556	- nil -	75,000	- nil	- -
Buckley - - - - - -	90,000	30,000	120,000	36,170	5	20,000	5	- -
Wye Valley - - - - - -	230,000	76,600	306,600	—	—	—	—	—
£.	397,373,180	135,091,571	532,464,751	196,738,086	- -	115,873,397	- -	14,007,908
Companies who have made no Returns. *See* page 115.	2,700,000	891,400	3,591,400	631,178	- -	- -	- -	- -
TOTAL - - - £.	400,073,180	135,982,971	536,056,151	197,369,264	- -	115,873,397	- -	14,007,908

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	385,900	55,525 107,420 500	5 4½ 4	163,445	549,345	- -	- -	Leased to the Great Western, Bristol and Exeter, and South Devon.
—	—	—	—	—	—	—	—	
- -	163,200	- -	- -	- -	163,200	- -	- -	Leased to the London and North Western and Great Western.
- -	532,500	20,800 33,110 28,600	4½ 4¾ 5	82,510	615,010	- -	- -	Line used by the Great Western, London and North Western, London and South Western, and London, Brighton, and South Coast.
- -	65,000	21,500	5	21,500	86,500	10,000	10,000	
- -	10,097	- -	- -	- -	10,097	—	—	
- -	75,000	25,000	4½	25,000	100,000	- -	- -	Worked by Great Western and London and South Western jointly.
—	—	—	—	—	—	—	—	
- -	250,400	2,130 14,400 68,070	4 4¼ 4½	84,600	335,000	—	—	
- -	13,535	- -	- -	- -	13,535	—	—	
- -	21,240	- -	- -	- -	21,240	—	—	
—	—	—	—	—	—	—	—	
- -	53,968	- -	- -	- -	53,968	—	—	
- -	107,116	- -	- -	- -	107,116	—	—	
—	—	—	—	—	—	—	—	
- -	36,000	- -	- -	- -	36,000	—	—	
- -	337,556	116,550	5	116,550	454,106	—	—	
- -	56,170	20,000	5	20,000	76,170	—	—	
—	—	—	—	—	—	—	—	
- -	326,619,391	90,866,610	- -	90,866,610	417,486,001	12,682,549	11,075,645	
- -	631,178	160,500	- -	160,500	791,678	—	—	
- -	327,250,569	91,027,110	- -	91,027,110	418,277,679	12,682,549	11,075,645	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
SCOTLAND:	£.	£.	£.	£.		£.		£.
Aboyne and Braemar	*Worked by the Great North of Scotland.*							
Alyth	*Leased to the Caledonian.*							
Arbroath and Forfar	*Leased to the Caledonian.*							
Ayr and Maybole	*Worked by the Glasgow and South Western.*							
Berwickshire	*Worked by the North British.*							
Blane Valley	*Worked by the North British.*							
Bo'ness and Grangemouth	85,000	28,300	113,300	600	- -	- -	- -	- -
Broxburn	8,000	2,600	10,600	150	- -	- -	- -	- -
Busby	*Worked by the Caledonian.*							
Caithness	No Return to the Order of the House. *See* page 115.							
Caledonian	17,887,515	5,896,291	23,783,806	4,734,434 Caledonian.	3 7/8	Preferential: 150,000	7	541,651
						365,500	6	
				1,112,122 Scottish Central.	7	1,269,679	5	
						2,477,309	4 1/2	
						159,369	4 1/4	
						40,000	4	
				830,000 Aberdeen.	3 3/8	136,826	3 1/2	
						52,838	2 1/2	
				600,000 Scottish Midland.	6 *l.* 4 *s.* 5 7/26 *d.*	Guaranteed: 156,355	8	
						240,000	7 7/8	
				200,000 Dundee and Arbroath.	9 *l.* 9 *s.* 8 4/9 *d.*	1,141,333	6 1/4	
						60,000	6	
						595,547	5	
						600,000	4 1/2	
						125,000	3 3/4	
						799,412	3	
Lines leased to, and worked by, the Caledonian. Alyth	36,000	11,000	47,000	33,000	- nil -	2,950	- nil -	- -
Arbroath and Forfar	250,000	16,666	266,666	184,750	6	40,000	6	-
Busby	105,000	35,000	140,000	41,750	- nil -	40,400	- nil -	- -
Crieff and Methven Junction	50,000	16,600	66,600	49,990	- nil -	- -	- -	- -
Greenock and Wemyss Bay	150,000	50,000	200,000	88,061	- nil -	29,936	- nil -	- -
Montrose and Bervie	No Return to the Order of the House. *See* page 115.							
Portpatrick	552,000	184,000	736,000	436,081	1 1/4	- -	- -	- -
Callander and Oban	600,000	200,000	800,000	122,469	- -	- -	- -	- -
Carlisle and Silloth Bay	*Leased to the North British.*							
City of Glasgow Union	1,110,000	370,000	1,480,000	432,000	- -	- -	- -	- -
Crieff and Comrie	40,000	13,300	53,300	1,107	- -	- -	- -	- -
Crieff and Methven Junction	*Worked by the Caledonian.*							
Crofthead and Kilmarnock Extension.	240,000	80,000	320,000	85,389	- -	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	600	- -	- -	- -	600	—	—	
- -	150	- -	- -	- -	150	—	—	
4	16,387,375	1,321,611 607,616 2,798,873 14,452 53,467	4 ½ 4 ¼ 4 3 ¾ 3 ½	4,796,019	21,183,394 (a)	667,681	373,602	This Return is for the year ending 31st January 1868. (a) Exclusive of 30,997 *l.* 10 *s.* received on cancelled shares, and not appropriated. The Scottish Central, Aberdeen, Scottish Midland, and Dundee and Arbroath Railway Companies' "ordinary" stocks participate in the surplus available for dividend on the Caledonian ordinary stock beyond the minimum rates granted under the Amalgamation Acts, when the Caledonian ordinary exceeds 7 per cent.
- -	35,950	9,850 1,150	5 3 ½	11,000	46,950	—	—	
- -	224,750	5,600	4	5,600	230,350	—	—	
- -	82,150	9,275 2,300 7,300	5 4 ¾ 4 ½	18,875	101,025	—	—	
- -	49,990	6,650	5	6,650	56,640	—	—	
- -	117,997	16,340 200 16,856 2,000	4 ½ 4 ¾ 5 5 ½	35,396	153,393	—	—	
- -	436,081	120,341	4 ½	120,341	556,422	—	—	
- -	122,469	- -	- -	- -	122,469	—	—	
- -	432,000	- -	- -	- -	432,000	- -	- -	This Return is for the year ending 31st January 1868.
- -	1,107	- -	- -	- -	1,107	—	—	
- -	85,389	- -	- -	- -	85,389	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
SCOTLAND—*continued.*	£.	£.	£.	£.		£.		£.
Deeside - - - - -	*Leased to the Great North of Scotland.*							
Deeside Extension - - -								
Devon Valley - - - -	*Worked by the North British.*							
Dingwall and Skye - - -	450,000	150,000	600,000	10,921	- -	- -	- -	- -
Edinburgh and Bathgate - -	*Leased to the North British.*							
Esk Valley - - - - -	*Leased to the North British.*							
Findhorn - - - - -	*Worked by the Highland.*							
Fochabers and Garmouth - -	30,000	10,000	40,000	—	—	—	—	—
Forth and Clyde Junction - -	192,000	64,000	256,000	106,373	- nil -	79,772	2 *l.* 8 *s.*	- -
Girvan and Portpatrick Junction -	250,000	83,300	333,300	—	—	—	—	—
Glasgow and Milngavie Junction -	*Worked by the North British.*							
Glasgow and South Western - -	6,245,100	1,770,000	8,015,100	3,753,227	5 ¼	442,250 928,025 25,000	5 ¼ 5 4	51,893
Leased to, and worked by, the Glasgow and South Western. — Ayr and Maybole -	34,500	10,500	45,000	34,500	4	- -	- -	- -
Leased to, and worked by, the Glasgow and South Western. — Kilmarnock and Troon	95,000	- -	95,000	40,000	8 ¾	- -	- -	- -
Great North of Scotland - -	2,554,443	864,919	3,419,362	862,205	- -	291,090 482,050 358,410 13,810 236,170 130,118	1 *l.* 17 *s.* 6 *d.* 1 *l.* 1 *s.* 6 *d.* — 4 ½ 5 1 ¾	11,915
Lines leased to, and worked by, the Great North of Scotland. — Aboyne and Braemar - -	66,000	22,000	88,000	40,096	- nil -	- -	- -	- -
Lines leased to, and worked by, the Great North of Scotland. — Deeside - - - -	140,250	43,400	183,650	112,797	7 ½	23,825	4 ½	- -
Lines leased to, and worked by, the Great North of Scotland. — Deeside Extension - -	80,000	26,600	106,600	79,644	3	- -	- -	- -
Lines leased to, and worked by, the Great North of Scotland. — Morayshire - - - -	139,700	46,433	186,133	57,887	- nil -	55,340	- nil -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	10,921	- -	- -	- -	10,921	—	—	
—	—	—	—	—	—	—	—	
- -	186,145	38,850 21,965 3,185	5 4 ¾ 4 ½	64,000	250,145	- -	- -	This Return is for the year ending 31st January 1868.
—	—	—	—	—	—	—	—	
4	5,200,395	4,000 351,858 87,700 942,568 40,980 25,000 500	5 4 ½ 4 ¼ 4 3 ¾ 3 ⅝ 3 ½	1,452,606	6,653,001	990,000	670,000	This Return is for the year ending 31st January 1868.
- -	34,500	2,500 2,000 6,000	4 4 ¼ 4 ½	10,500	45,000	- -	- -	This Return is for the year ending 31st January 1868.
- -	40,000	- -	- -	- -	40,000	—	—	
4	2,385,768	2,200 25,000 377,528 48,708 179,456 2,319 150,573	5 ½ 5 ¼ 5 4 ¾ 4 ½ 4 ¼ 4	785,784	3,171,552	35,000	34,784	This Return is for the year ending 31st January 1868.
- -	40,096	21,799 200	5 4 ½	21,999	62,095	- -	- -	This Return is for the year ending 31st January 1868.
- -	136,622	21,855 21,545	4 4 ½	43,400	180,022	15,000	13,000	
- -	79,644	17,762 6,518	4 4 ½	24,280	103,924	—	—	
- -	113,227	3,650 600 14,763 8,480 3,800 6,837	Bank rates 6 5 4 ½ 4 ¼ 4	38,130	151,357	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
SCOTLAND—*continued.*	£.	£.	£.	£.		£.		£.
Greenock and Ayrshire	350,000	116,600	466,600	304,530	nil	- -	- -	- -
Greenock and Wemyss Bay	*Worked by the Caledonian.*							
Highland	2,329,000	700,880	3,029,880	714,365	1 ½	135,080 337,220 395,245	6 5 4 ½	150
Findhorn	9,000	3,000	12,000	8,962	nil	- -	- -	- -
Kilmarnock and Troon	*Leased to the Glasgow and South Western.*							
Leslie	*Worked by the North British.*							
Leven and East of Fife	130,000	43,300	173,300	(*a*) 36,330 (*b*) 34,780	8 ¼ 3	40,060	4 ½	- -
Montrose and Bervie	*Worked by the Caledonian.*							
Morayshire	*Worked by the Great North of Scotland.*							
Newport	46,000	15,300	61,300	—	—	—	—	—
North British	16,722,005	6,038,607	22,760,612	4,184,420	nil	43,760(1) 1,188,741(2) 2,950(3) 3,311,226(4) 541,591(5) 55,000(6) 554,086(7) 2,419,572(8) 169,796(9) 563,379(10) 20,291(11)	3 ¾ 4 4 ½ 5 5 ½ 6 5 4 ½ 5 6 nil.	45,000 122,147 400,679
Lines leased to, or worked by, the North British.								
Berwickshire	130,000	43,060	173,060	121,644	1	- -	- -	- -
Blane Valley	75,000	25,000	100,000	31,435	-	24,599	- -	- -
Carlisle and Silloth Bay	240,000	25,000	265,000	163,139	nil	75,000	nil	- -
Devon Valley	100,000	26,600	126,600	32,100	-	- -	- -	- -
Edinburgh and Bathgate	250,000	83,000	333,000	188,956	3 ¼	- -	- -	- -
Esk Valley	27,000	9,000	36,000	13,052	nil	- -	- -	- -
Glasgow and Milngavie Junction	30,000	10,000	40,000	18,720	-	- -	- -	- -
Leslie	35,000	11,500	46,500	23,160	nil	- -	- -	- -
Peebles	97,000	32,000	129,000	70,000	6 ⅜	27,000	5	- -
Port Carlisle Dock and Railway	144,137	- -	144,137	70,600	1 ⅕	- -	- -	73,537
St. Andrew's	21,000	7,000	28,000	21,000	5	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	304,530	50,338 2,800	4 ½ 4 ¼	53,138	357,668	- -	- -	This Return is for the year ending 31st January 1868.
4	1,582,060	184,139 5,100 468,581 42,418	4 4 ¼ 4 ½ 5	700,238	2,282,298	100,000	30,000	
- -	8,962	1,750	4 ½	1,750	10,712	—	—	
- -	111,170	7,500 7,400 20,950	4 4 ¼ 4 ½	35,850	147,020	- -	- -	(a) Leven Stock. (b) East of Fife Stock.
—	—	—	—	—	—	—	—	
3 ½ 4 5	13,622,638	1,000 870,849 227,570 2,246,021 267,544 1,272,406	3 ¾ 4 4 ¼ 4 ½ 4 ¾ 5	4,885,390	18,508,028	- -	313,191	This Return is for the year ending 31st January 1868. The fixed rates of dividend are here stated, but the revenue has only been sufficient to admit of dividends being declared on the amounts numbered 1, 2, 3, 4, 5, and 6, to the full extent. On the amount numbered 7 to the extent of £. 3. 8. 9. per cent.; and on the stocks represented by numbers 8, 9, 10, and 11, no dividend has been declared.
- -	121,644	11,000 11,800 10,260	4 ½ 4 ¾ 5	33,060	154,704	—	—	
- -	56,034	3,200	5	3,200	59,234	—	—	
- -	238,139	700 3,500 17,779 3,000	4 4 ½ 5 5 ½	24,979	263,118	—	—	
- -	32,100	- -	- -	- -	32,100	—	—	
- -	188,956	63,950	4 ½	63,950	252,906	—	—	
- -	13,052	9,000	5	9,000	22,052	—	—	
- -	18,720	500	5	500	19,220	—	—	
- -	23,160	2,150 6,400 1,200 1,750	5 4 ½ 4 ¼ 4	11,500	34,660	—	—	
- -	97,000	13,476 12,774 5,750	4 4 ½ 5	32,000	129,000	—	—	
3	144,137	- -	- -	- -	144,137	—	—	
- -	21,000	5,300	4 ½	5,300	26,300	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
SCOTLAND—*continued.*	£.	£.	£.	£.		£.		£.
Peebles - - - - - -	*Leased to the North British.*							
Port Carlisle Dock and Railway -	*Leased to the North British.*							
Port Patrick - - - -	*Worked by the Caledonian.*							
St. Andrew's - - - -	*Worked by the North British.*							
Solway Junction - - - -	380,000	126,600	506,600	197,632	- nil -	30,000	- nil -	- -
Sutherland - - - - - -	210,000	70,000	280,000	90,480	- -	- -	- -	- -
£.	52,715,650	17,381,356	70,097,006	20,374,858	- -	21,482,910	- -	1,246,972
Companies who have made no Returns. *See* page 115.	200,000	66,000	266,000	56,080	- -	- -	- -	- -
TOTAL - - - £.	52,915,650	17,447,356	70,363,006	20,430,938	- -	21,482,910	- -	1,246,972
IRELAND:								
Athenry and Ennis Junction - -	230,000	76,600	306,600	75,957	- nil -	76,090	- nil -	- -
Athenry and Tuam - - -	*Leased to the Midland Great Western of Ireland.*							
Bagenalstown and Wexford - -	No Return to the Order of the House. *See* page 115 -				- -	- -	- -	- -
Banbridge Extension - - -	90,000	30,000	120,000	51,114	- nil -	- -	- -	- -
Banbridge Junction - - -	*Leased to the Dublin and Belfast Junction.*							
Banbridge, Lisburn, and Belfast -	*Leased to the Ulster.*							
Belfast and County Down - -	515,000	166,666	681,666	238,950	- nil -	190,400	5 and 1 arrears.	- -
				20,923	forfeited shares.	11,050	4½ and 17*s.* arrears.	
Belfast and Northern Counties -	910,000	323,833	1,233,833	556,703	5	160,000 133,500	4 4½	110
Worked by the Belfast and Northern Counties. Carrickfergus and Larne.	125,000	41,500	166,500	82,689	- nil -	- -	- -	- -
Worked by the Belfast and Northern Counties. Londonderry and Coleraine.	325,775	262,763	588,538	176,050	- nil -	146,522	- nil -	- -
Belfast Central - - - -	300,000	100,000	400,000	202,705	- nil -	- -	- -	- -
Belfast, Holywood, and Bangor -	300,000	99,000	399,000	132,308	- nil -	79,220	- nil -	- -
Bray and Enniskerry - - -	36,000	12,000	48,000	—	—	—	—	—
Carrickfergus and Larne - -	*Worked by the Belfast and Northern Counties.*							
Central Ireland Railways Committee	See *Kilkenny Junction* and *Waterford and Kilkenny.*							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount Authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	227,632	18,620 41,820	6 5	60,440	288,072	—	—	
- -	90,480	53,812 6,100	4 ½ 5	59,912	150,392	—	—	
- -	43,104,740	13,414,787	- -	13,414,787	56,519,527	1,807,681	1,434,577	
- -	56,080	- -	- -	- -	56,080	—	—	
- -	43,160,820	13,414,787	- -	13,414,787	56,575,607	1,807,681	1,434,577	
- -	152,047	36,600	5	36,600	188,647	—	—	
- -	- -	- -	- -	- -	- -	- -	-	Line closed during 1865, the Company having been adjudged bankrupt.
- -	51,114	- -	- -	- -	51,114	- -	- -	The line is not yet completed. The affairs of the Company have been in bankruptcy since 11th April 1865.
- -	461,323	74,127 22,294 68,866 1,378	5 4 ¾ 4 ½ 4 ¼	166,665	627,988	15,000	15,000	This Return is for the year ending 31st January 1868.
4	850,313	38,150 147,690 5,000 92,770 7,020	4 ¾ 4 ½ 4 ⅜ 4 ¼ 4	290,630	1,140,943	12,500	12,500	
- -	82,689	500 2,000 33,110	4 ½ 4 ¾ 5	35,610	118,299	—	—	
- -	322,572	60,000 95,763 33,175 68,089	5 4 2 ½ 3	257,027	579,599	—	—	
- -	202,705	- -	- -	- -	202,705	—	—	
- -	211,528	38,000	5	38,000	249,528	30,000	24,650	
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
IRELAND—*continued.*	£.	£.	£.	£.		£.		£.
Clonmel, Lismore, and Dungarvan	300,000	100,000	400,000	5,579	- -	- -	- -	- -
Cork and Bandon - - - -	318,000	80,000	398,000	175,241	- nil -	48,000 29,592	5 ½ 4	8,310
Cork and Kinsale Junction -	85,000	28,200	113,200	20,650	- nil -	44,200	- nil -	- -
Cork and Kinsale Junction - -	*Worked by the Cork and Bandon.*							
Cork and Limerick Direct - -	*Worked by the Great Southern and Western of Ireland.*							
Cork and Macroom Direct - -	120,000	40,000	160,000	69,196	- -	- -	- -	- -
Cork, Blackrock, and Passage -	130,000	43,330	173,330	118,700	1 ¼	- -	- -	- -
Downpatrick and Newry - -	265,000	88,300	353,300	10,098	- nil -	- -	- -	- -
Downpatrick, Dundrum, and Newcastle.	75,000	25,000	100,000	4,990	- nil -	- -	- -	- -
Dublin and Antrim Junction - -	120,000	40,000	160,000	60,134	- -	- -	- -	- -
Dublin and Baltinglass Junction -	180,000	60,000	240,000	3,599	- -	- -	- -	- -
Dublin and Belfast Junction - -	873,500	291,150	1,164,650	873,500	4	- -	- -	1,100 6,545
Banbridge Junction - -	60,000	20,000	80,000	22,128	- -	17,800	5	- -
Dublin and Drogheda - - -	953,000	317,333	1,270,333	637,923	4 ¾	94,225 155,775	4 5	43,722
Dublin and Kingstown - - -	*Leased to the Dublin, Wicklow, and Wexford.*							
Dublin and Meath - - -	390,000	115,000	505,000	133,155	- nil -	183,460	- nil -	- -
Dublin Metropolitan Junction Railways.	160,000	53,000	213,000	—	—	—	—	—
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	450,000	149,000	599,000	7,939	- -	- -	- -	- -
Dublin Trunk Connecting - -	279,000	93,000	372,000	86,194	- nil -	- -	- -	- -
Dublin, Wicklow, and Wexford -	1,460,000	480,933	1,940,933	645,000	- -	200,000 520,050	6 5	- -
Dublin and Kingstown - -	350,000	110,000(*b*)	460,000	350,000	9 ½	- -	- -	- -
Dundalk and Greenore - - -	160,000	53,200	213,200	3,345	- -	- -	- -	- -
Enniskillen, Bundoran, and Sligo -	*Worked by the Irish North Western.*							
Finn Valley - - - - -	*Worked by the Irish North Western.*							
Great Northern and Western of Ireland.	*Worked by the Midland Great Western of Ireland.*							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	5,579	- -	- -	- -	5,579	—	—	
- -	261,143	7,029 300 35,050 6,682 20,446	4 4 ¼ 5 5 ½ 6	69,507	330,650	20,000	—	
- -	64,850	5,150 16,450	5 6	21,600	86,450	5,000	1,442	
- -	69,196	17,000 5,150 17,600	5 5 ½ 6	39,750	108,946	—	—	
- -	118,700	2,770 30,300 2,000 6,200	4 5 5 ½ 6	41,270	159,970	- -	- -	This Return is up to the 31st October 1867.
- -	10,098	- -	- -	- -	10,098	—	—	
- -	4,990	- -	- -	- -	4,990	—	—	
- -	60,134	- -	- -	- -	60,134	—	—	
- -	3,599	- -	- -	- -	3,599	—	—	
4 4 ¼	881,145	4,000 109,200 2,000 125,760	4 4 ½ 4 ¾ 5	240,960	1,122,105	73,000	41,382	
- -	39,928	14,950 900 1,500	4 ½ 4 ¾ 5	17,350	57,278	—	—	
4	931,645	4,375 58,870 155,738 23,890 12,900	4 4 ¼ 4 ½ 4 ¾ 5	255,773	1,187,418	20,000	18,546	
- -	316,615	114,994	5	114,994	431,609	40,000	—	
—	—	—	—	—	—	—	—	
- -	7,939	- -	- -	- -	7,939	—	—	
- -	86,194	- -	- -	- -	86,194	—	—	
- -	1,365,050	400 72,616 220,145 38,840 116,044	4 ¼ 4 ½ 5 4 } (a) 5 } (a)	448,045	1,813,095	15,000	—	
- -	350,000	70,000	4	70,000	420,000	- -	- -	
- -	3,345	- -	- -	- -	3,345	—	—	

(a) To Public Works Loan Commissioners.

(b) Including 40,000 *l.* "contingent on possible events."

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
IRELAND—*continued.*	£.	£.	£.	£.		£.		£.
Great Southern and Western of Ireland.	5,709,940	630,965	6,340,905	4,109,890	4 ¾	1,329,100	4	70,303
Cork and Limerick Direct -	105,000	33,000	138,000	71,375	3 ½	11,802	5	- -
Irish North Western - - -	900,000	300,000	1,200,000	171,420	- nil -	470,274	- nil -	60,361
Leased to, and worked by, the Irish North Western.								
Clones and Cavan Extension	70,000	- -	70,000	27,887	¾	37,093	¾	- -
Enniskillen, Bundoran, and Sligo.	450,000	149,900	599,900	45,714	- nil -	100,000	- nil -	- -
Finn Valley - - -	80,000	20,000	100,000	47,750	- (*b*) -	2,577	6	- -
Londonderry and Enniskillen.	455,000	150,000	605,000	129,200	- nil -	34,912 247,738 43,150	5 (*c*) 6½ - nil -	2,100 27,400 24,645
Kilkenny Junction - - -	*Worked by the Waterford and Kilkenny.*							
Kilrush and Kilkee, and Poulnasherry Reclamation.	No Return to the Order of the House. *See* page 115.							
Letterkenny - - - - - -	150,000	49,800	199,800	56,200	- -	- -	- -	- -
Limerick and Castleconnell - -	*Worked by the Waterford and Limerick.*							
Limerick and Ennis - - -	*Worked by the Waterford and Limerick.*							
Limerick and Foynes - - -	*Worked by the Waterford and Limerick.*							
Limerick and North Kerry Junction	130,000	43,300	173,300	—	—	—	—	—
Londonderry and Coleraine - -	*Worked by the Belfast and Northern Counties.*							
Londonderry and Enniskillen -	*Leased to the Irish North Western.*							
Londonderry and Lough Swilly -	105,000	26,200	131,200	34,490	- nil -	- -	- -	- -
Midland Counties and Shannon Junction.	115,000	38,300	153,300	61,410	- nil -	- -	- -	-
Midland Great Western of Ireland -	2,750,000	(*d*) 702,200	3,452,200	2,157,175	2 ⅝	221,398	5	- -
Leased to, and worked by, the Midland Great Western of Ireland.								
Athenry and Tuam -	90,000	30,000	120,000	61,673	3	- - -	- -	- -
Great Northern and Western of Ireland.	554,000	184,000	738,000	377,880	3 ½ (*g*)	49,740 7,220	5 6	- -
Navan and Kingscourt - - -	120,000	40,000	160,000	—	—	—	—	—
Newry and Armagh - - -	408,120	78,000	486,120	50,050	- nil -	104,337	- nil -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	5,509,293	90,211 136,560 10,000 207,219 23,854 42,800	4 4 ¼ 4 ⅜ 4 ½ 4 ¾ 5	510,644	6,019,937	88,000	58,910	
- -	83,177	14,700 18,300	5 ½ 5	(a) 33,000	116,177	5,000	- -	(a) Exclusive of a bank and revenue loan of 4,510 *l.*
5	702,055	58,362 2,900 57,125 400 109,091	4 4 ¼ 5 5 ¼ 6	227,878	929,933	110,000	48,000	
- -	64,980	- -	- -	- -	64,980	—	—	
- -	145,714	85,400	5	85,400	231,114	—	—	
- -	50,327	20,000	5	20,000	70,327	- -	- -	(b) A dividend of 1 and a fraction remained for original shareholders, but was not paid as dividend, but lent from revenue to capital, to pay debts incurred in the construction of the railway.
4 ¼ 4 ½ 5	509,145	15,882 1,450 51,650 1,800 15,100	4 4 ½ 5 5 ¼ 5 ½	85,882	595,027	- -	- -	(c) Five per cent. is the current dividend for the year, and 1½ per cent. is on account of arrears of dividend.
- -	56,200	- -	- -	- -	56,200	—	—	
—	—	—	—	—	—	—	—	
- -	34,490	13,000 6,600	5 6	19,600	54,090	25,000	- -	This Return is for the year ending 31st January 1868.
- -	61,410	100	5	100	61,510	—	—	
- -	2,378,573	5,000 16,100 257,250 1,600 418,261 (e) 135,861 (f) 443,356	4 4 ¼ 4 ⅜ 4 ¾ 5 — 3 ½	698,211 579,217	3,076,784 579,217	153,333	116,268	(d) Exclusive of 500,000 *l.* borrowed from the Public Works Loan Commissioners, and 135,800 *l.* amount of a mortgage on the Royal Canal. (e) Mortgage on Royal Canal. (f) Balance due on loan from Public Works Loan Commissioners.
- -	61,673	30,000	5	30,000	91,673	10,000	—	
- -	434,840	113,000 21,000	4 5	134,000	568,840	- -	- -	(g) Earned but not divided.
—	—	—	—	—	—	—	—	
- -	154,387	78,000	5	78,000	232,387	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1867, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1867.	Preferential Capital.	Rate per Cent. of the Dividend for 1867.	Debenture Stock or Funded Debt.
IRELAND—*continued.*	£.	£.	£.	£.		£.		£.
Newry and Greenore - - -	202,000	67,200	269,200	31,879	- -	- -	- -	- -
Newry, Warrenpoint, and Rostrevor	120,000	39,900	159,900	99,910	- nil -	20,000	- nil -	- -
Parsonstown and Portumna Bridge	65,000	21,600	86,600	32,363	- -	17,050	5	- -
Parsonstown and Portumna Bridge Extension.	No Return to the Order of the House. *See* page 115.							
Portadown, Dungannon, and Omagh Junction.	*Leased to the Ulster.*							
Rathkeale and Newcastle Junction	*Worked by the Waterford and Limerick.*							
Sligo and Ballaghaderreen Junction -	50,000	16,600	66,600	1,841	- nil -	- -	- -	- -
Southern - - - - - -	231,000	77,000	308,000	86,456	- -	- -	- -	- -
Ulster - - - - - - -	1,200,000	309,000	1,509,000	1,000,000	4	99,115	4 ½	53,310
Leased to the Ulster. Banbridge, Lisburn, and Belfast.	150,000	49,000	199,000	78,200	- nil -	34,826	- nil -	- -
Leased to the Ulster. Portadown, Dungannon, and Omagh Junction.	395,775	131,385	527,160	250,807	- nil -	66,775 48,032	6 ½	- -
Waterford and Kilkenny - -	450,000	149,900	599,900	250,000	- nil -	196,885	5	61,331
Central Ireland Railways -	110,000	36,000	146,000	- -	- -	- -	- -	- -
Kilkenny Junction - - -	214,000	70,600	284,600	60,575	- nil -	40,880	- nil -	- -
Central Ireland Railways -	110,000	36,000	146,000	—	—	—	—	—
Waterford and Limerick - -	1,000,000	328,100	1,328,100	501,500	¼	343,400 91,200	5 4 ½	500 5,000 10,000 500
Lines worked by the Waterford and Limerick. Limerick and Castleconnell	25,000	8,000	33,000	16,835	- nil -	7,780	- nil -	- -
Lines worked by the Waterford and Limerick. Killaloe Extension -	44,500	14,833	59,333	36,878	- nil -	- -	- -	- -
Lines worked by the Waterford and Limerick. Limerick and Ennis - -	150,000	75,000	225,000	91,978	- nil -	12,325	- nil -	- -
Lines worked by the Waterford and Limerick. Limerick and Foynes -	175,000	43,300	218,300	97,173	- nil -	35,487	- nil -	- -
Lines worked by the Waterford and Limerick. Rathkeale and Newcastle Junction.	62,000	31,600	93,600	16,514	- nil -	10,050	- nil -	7,000
Waterford and Passage - - -	80,000	26,600	106,600	—	—	—	—	—
Waterford and Tramore - - -	58,000	19,350	77,350	48,000	2	10,000	5	- -
Waterford and Wexford - - -	330,000	110,000	440,000	—	—	—	—	—
Waterford, Lismore, and Fermoy -	400,000	133,000	533,000	—	—	—	—	—
Waterford, New Ross, and Wexford Junction.	330,000	110,000	440,000	—	—	—	—	—
West Cork - - - - - -	No Return to the Order of the House. *See* page 115.							
£.	27,704,610	7,679,441	35,384,051	14,867,793	- -	5,783,030	- -	382,237
Companies who have made no Returns. *See* page 115.	754,000	296,200	1,050,200	355,859	- -	70,020	- -	- -
TOTAL - - - £.	28,458,610	7,975,641	36,434,251	15,223,652	- -	5,853,050	- -	382,237

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1867, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1867.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	31,879	- -	- -	- -	31,879	—	—	
- -	119,910	500 39,000	4 5	39,500	159,410	—	—	
- -	49,413	19,878	5	19,878	69,291	—	—	
- -	1,841	- -	- -	- -	1,841	—	—	
- -	86,456	- -	- -	- -	86,456	—	—	
4	1,152,425	73,160 79,885 2,000 86,100	4 4 ¼ 4 ⅜ 4 ½	241,145	1,393,570	94,000	94,000	
- -	113,026	1,100 46,300 1,300 300	4 ½ 5 5 ¼ 6	49,000	162,026	—	—	
- -	365,614	14,500 16,768 30,816 1,746 60,755	3 4 4 ½ 4 ¾ 5	124,585	490,199	—	—	
5	508,216	43,882 21,746	3 ½ 5	84,249	592,465	20,000	5,000	
- -	- -	18,621	6	—	—	—	—	
- -	101,455	65,958	5	65,958	167,413	—	—	
—	—	—	—	—	—	—	—	
4 4 ¼ 4 ⅜ 4 ½	952,100	53,047 500 2,000 44,350 36,075 133,440 28,100 11,000 3,000	3 ½ 4 4 ¼ 4 ½ 4 ¾ 5 5 ¼ 5 ½ 6	311,512	1,263,612	79,500	31,500	
- -	24,615	6,500 1,500	5 5 ½	8,000	32,615	—	—	
- -	36,878	12,333	5 ½	12,333	49,211	—	—	
- -	104,303	22,809 29,430 22,484	3 ½ 5 6	74,723	179,026	—	—	
- -	132,660	24,546 18,600	3 ½ 6	43,146	175,806	5,000	2,500	
5	33,564	16,600 7,980	6 5	24,580	58,144	—	—	
—	—	—	—	—	—	—	—	
- -	58,000	19,350	5	19,350	77,350	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	21,033,060	5,763,672	- -	5,763,672	26,796,732	820,333	469,698	
- -	425,879	186,990	- -	186,990	612,869	—	—	
- -	21,458,939	5,950,662	- -	5,950,662	27,409,601	820,333	469,698	

RETURN of any AMALGAMATION, WORKING ARRANGEMENT, or SALE or LEASE of under the Authority

ENGLAND AND WALES.

AMALGAMATION OF	Date in 1867, when the Amalgamation took place.	Act authorising the Amalgamation.	ARRANGEMENT FOR WORKING	Date in 1867, when the Working Arrangement came into Operation.	Act authorising the Working Arrangement.
Edgware, Highgate, and London, with the Great Northern.	15 July	30 & 31 Vict. c. 131.	Bristol and Portishead Pier and Railway, by Bristol and Exeter.	18 April	26 & 27 Vict. c. 107.
Hammersmith and City Junction, with the Great Western and Metropolitan.	15 July	30 & 31 Vict. c. 150.	Keighley and Worth Valley, by Midland, for 999 years.	15 April	25 & 26 Vict. c. 90.
Hereford, Ross, and Gloucester, with the Great Western.	—	—	Liskeard and Looe Union Canal, by Liskeard and Caradon, for one year.	31 March	21 Vict. c. 11.
Watford and Edgware, with the Great Northern.	15 July	30 & 31 Vict. c. 131.	Ludlow and Cleehill, by Great Western and London and North Western, for six years.	1 Aug.	26 Vict. c. 198.
Wimbledon and Croydon, with the London, Brighton, and South Coast.	1 Jan.	21 & 22 Vict. c. 57.	Lymington, by London and South Western, for ten years.	31 Aug.	19 & 20 Vict. c. 71.
			Mellis and Eye, by Great Eastern	—	—
			Midland and Eastern, by Great Northern and Midland, in perpetuity.	1 Aug. 1866	30 & 31 Vict. c. 185.
			Norwich and Spalding, by Great Northern and Midland, in pepetuity.	1 Aug. 1866	30 & 31 Vict. c. 185.
			Stamford and Essendine, by Great Northern and Midland, in perpetuity.	1 Aug. 1866	30 & 31 Vict. c. 185.
			Wellington and Drayton, by Great Western, for 50 years.	16 Oct.	25 & 26 Vict. c. 226.

SCOTLAND.

Banffshire, with the Great North of Scotland.	1 Aug.	30 & 31 Vict. c. 190.	Blane Valley, by North British, in perpetuity.	1 July	28 & 29 Vict. c. 356.

IRELAND.

			Kilkenny Junction, by Waterford and Kilkenny, at one year's notice.	1 May	23 & 24 Vict. c. 153.

their UNDERTAKING, carried into effect by RAILWAY COMPANIES during the Year 1867, of an Act of Parliament.

ENGLAND AND WALES.

SALE OF	Date in 1867, when the Undertaking was Sold.	Act under which the Undertaking was Sold.	LEASE OF	Date in 1867, when the Undertaking was Leased.	Act Authorising the Lease.
Chard Canal, to the Bristol and Exeter.	19 November	30 & 31 Vict. c. 130.	Stonehouse and Nailsworth, to the Midland, in perpetuity.	4 February -	26 & 27 Vict. c. 132.

SCOTLAND.

Forth and Clyde Navigation (Drumpeller Railway), to the Caledonian.	20 June -	30 & 31 Vict. c. 106	Esk Valley, to North British, in perpetuity.	15 April -	29 & 30 Vict. c. 200.

IRELAND.

—	—	—	—	—	—

GENERAL SUMMARY.

TRAFFIC.

	Length of Line Open.			PASSENGER TRAFFIC.								GOODS TRAFFIC.				
				Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Live Stock.			Coal, Coke, and other Minerals.	General Merchandise.
	Double.	Single.	Total.	1st Class.	2nd Class.	3rd Class (including Parliamentary).	Total Passengers.					Cattle.	Sheep.	Pigs.		
	Ms.	*Ms.*	*Miles.*						*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*Tons.*	*Tons.*
ENGLAND and WALES, for 1866	6,264	3,437	9,701	26,675,460	74,345,693	137,116,129	238,137,282	77,047	50,503	207,311	313,836	1,813,151	7,180,845	1,617,587	71,873,964	32,439,89[illegible]
" " " for 1867	6,378	3,659	10,037	27,093,001	71,720,368	151,785,613	250,598,982	84,418	47,896	204,524	335,700	2,310,368	7,171,412	1,389,582	74,907,946	40,278,99[illegible]
Increase in 1867 -	114	222	336	417,541	2,625,325 Decrease.	14,669,484	12,461,700	7,371	2,607 Decrease.	2,787	21,864	497,217	9,433 Decrease.	228,005	3,033,982	7,839,100
SCOTLAND, for 1866 - - -	947	1,297	2,244	2,970,363	2,330,011	17,781,995	23,082,369	20,567	3,248	14,790	36,630	345,430	1,788,321	82,230	13,195,851	4,336,512
" for 1867 - - -	966	1,316	2,282	2,885,050	2,069,544	18,125,874	23,080,468	20,864	3,157	14,139	38,347	460,842	1,813,594	83,067	13,216,037	4,152,625
Increase in 1867 -	19	19	38	85,313 Decrease.	260,467	343,879	1,901 Decrease.	297	91 Decrease.	651	1,717	115,412	25,273	837	20,186	183,887 Decrease.
IRELAND, for 1866 - -	500	1,409	1,909	1,619,596	3,627,385	7,827,036	13,074,017	12,613	3,635	27,332	36,076	547,781	568,358	1,138,119	413,629	1,873,535
" for 1867 - - -	500	1,428	1,928	1,747,657	3,910,385	8,350,621	14,008,663	14,509	3,494	26,088	35,087	698,438	724,121	1,072,684	509,808	2,042,421
Increase in 1867 -	–	19	19	128,061	283,000	523,585	934,646	1,896	141	1,244 Decrease.	989	150,657	155,763	65,435 Decrease.	96,179	168,886
UNITED KINGDOM, for 1866 -	7,711	6,143	13,854	31,265,419	80,303,089	162,725,160	274,293,668	110,227	57,386	249,433	386,542	2,706,362	9,537,524	2,837,936	85,483,444	38,649,938
" " for 1867 -	7,844	6,403	14,247	31,725,708	77,700,297	178,262,108	287,688,113	119,791	54,547	244,751	409,134	3,469,648	9,709,127	2,545,283	98,633,791	46,474,037
Increase in 1867 -	133	260	393	460,289	2,602,792 Decrease.	15,536,948	13,394,445	9,564	2,839 Decrease.	4,682	22,592	763,286	171,607	292,653 Decrease.	13,150,347	7,824,099

WORKING EXPENDITURE.

	Length of Line Open on 31st December.	WORKING EXPENDITURE (exclusive of all Steam													
		Maintenance of Way and Works.		Locomotive Power (including Stationary Engines).		Repairs and Renewals of Carriages and Waggons.		Traffic Charges (Coaching and Merchandise).		Rates and Taxes.		Government Duty.		Compensation for Personal Injury, &c.	
	Miles.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.
ENGLAND AND WALES, for 1866 -	9,701	2,856,385	17·97	4,403,571	27·70	1,335,432	8·40	4,659,555	29·34	636,822	4·00	430,474	2·70	281,151	1·77
" " " for 1867 -	10,037	3,036,862	18·11	4,620,641	27·56	1,392,644	8·31	4,818,903	28·74	723,540	4·32	441,755	2·64	322,985	1·93
Increase in 1867 - - -	336	180,477	–	217,070	–	57,212	–	159,348	–	86,718	–	11,281	–	41,834	–
SCOTLAND, for 1866 - - - -	2,244	387,425	19·25	587,195	29·17	142,280	7·07	519,053	25·78	71,872	3·57	33,911	1·68	16,989	0·84
" for 1867 - - - -	2,282	475,145	22·60	578,937	27·54	156,134	7·43	586,627	27·90	78,450	3·73	35,952	1·71	13,886	0·66
Increase in 1867 - - -	38	87,720	–	8,258 Decrease.	–	13,854	–	67,574	–	6,578	–	2,041	–	3,103 Decrease.	–
IRELAND, for 1866 - - - -	1,909	222,858	24·65	263,077	29·10	61,620	6·82	223,861	24·76	48,713	5·39	- -	–	8,117	0·99
" for 1867 - - - -	1,928	257,269	26·20	277,645	28·27	70,592	7·19	234,530	23·88	51,051	5·20	- -	–	10,508	1·07
Increase in 1867 - - -	19	34,411	–	14,568	–	8,972	–	10,669	–	2,338	–	- -	–	2,391	–
UNITED KINGDOM, for 1866 - -	13,854	3,466,668	18·43	5,253,843	27·93	1,539,332	8·18	5,402,469	28·72	757,407	4·02	464,385	2·47	306,257	1·63
" " for 1867 - -	14,247	3,769,276	18·99	5,477,223	27·59	1,619,370	8·16	5,640,060	28·41	853,041	4·30	477,707	2·41	347,379	1·75
Increase in 1867 - - -	393	302,608	–	223,480	–	80,038	–	237,591	–	96,634	–	13,322	–	41,122	–

GENERAL SUMMARY.

TRAFFIC.

Number of Trains Run.			Number of Miles Travelled by Trains.			Receipts (Gross) from Passenger Traffic.								Receipts (Gross) from Goods Traffic.				Total Receipts from all Sources of Traffic.
						Receipts from Passengers.												
Passenger Trains.	Goods Trains.	Total.	By Passenger Trains.	By Goods Trains.	Total.	1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	Coal, Coke, and other Minerals.	General Merchandise.	Total Receipts from Goods Traffic.	
						£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
3,168,460	1,852,921	5,021,381	60,211,931	57,101,223	117,313,154	3,348,994	4,430,411	4,913,485	432,907	13,125,797	1,219,976	408,524	14,754,297	522,278	5,962,241	11,036,053	17,520,572	32,274,869
3,293,882	1,930,964	5,224,846	61,572,474	60,491,467	122,063,941	3,391,567	4,454,099	5,202,028	486,587	13,534,281	1,265,395	408,454	15,208,130	603,017	6,481,635	11,105,440	18,190,092	33,398,222
125,422	78,043	203,465	1,360,543	3,390,244	4,750,787	42,573	23,688	288,543	53,680	408,484	45,419	70 Decr.	453,833	80,739	519,394	69,387	669,520	1,123,353
362,189	409,424	771,613	7,619,016	10,061,563	17,680,579	357,674	200,080	803,606	43,378	1,404,738	109,837	81,560	1,596,135	81,345	1,058,998	1,390,653	2,530,996	4,127,131
390,695	428,923	819,618	7,791,981	10,860,242	18,652,223	353,627	204,850	818,929	50,631	1,428,037	120,291	78,947	1,627,275	100,918	1,097,526	1,383,439	2,581,883	4,209,158
28,506	19,499	48,005	172,965	798,679	971,644	4,047 Decrease.	4,770	15,323	7,253	23,299	10,454	2,613 Decr.	31,140	19,573	38,528	7,214 Decrease.	50,887	82,027
210,437	42,788	253,225	5,552,409	2,261,711	7,814,120	223,347	258,746	388,252	22,885	893,230	68,630	83,633	1,045,493	128,688	53,684	534,489	716,861	1,762,354
240,047	43,979	284,026	5,521,954	2,304,709	7,826,663	234,307	276,467	411,107	25,506	947,387	67,885	84,957	1,100,229	143,662	61,717	567,011	772,390	1,872,619
29,610	1,191	30,801	30,455 Decrease.	42,998	12,543	10,960	17,721	22,855	2,621	54,157	745 Decrease.	1,324	54,736	14,974	8,033	32,522	55,529	110,265
3,741,086	2,305,133	6,046,219	73,383,356	69,424,497	142,807,853	3,930,015	4,889,237	6,105,343	499,170	15,423,765	1,398,443	573,717	17,395,925	732,311	7,074,923	12,961,195	20,768,429	38,164,354
3,924,624	2,403,866	6,328,490	74,886,409	73,656,418	148,542,827	3,979,501	4,935,416	6,432,064	562,724	15,909,705	1,453,571	572,358	17,935,634	847,597	7,640,878	13,055,890	21,544,365	39,479,999
183,538	98,733	282,271	1,503,053	4,231,921	5,734,974	49,486	46,179	326,721	63,554	485,940	55,128	1,359 Decr.	539,709	115,286	565,955	94,695	775,936	1,315,645

WORKING EXPENDITURE.

Boat, Canal, and Harbour Expenses).										Proportion per Cent. of Expenditure to Total Receipts.	Rolling Stock on the 31st December.					
Compensation for Damage and Loss of Goods.		Legal and Parliamentary Expenses.		Miscellaneous Working Expenditure, not included in the Foregoing.		Total Working Expenditure.		Total Receipts.	Net Receipts.		Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
£.	Proportion per Cent.	£.	Proportion Per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	£.		Nos.	Nos.	Nos.	Nos.	Nos.	Nos.
150,949	0·95	230,711	1·45	909,476	5·72	15,894,526	100	32,274,869	16,380,343	49	6,559	15,767	6,073	190,704	5,489	224,592
140,400	0·84	310,724	1·85	956,066	5·70	16,764,520	100	33,398,222	16,633,702	50	6,980	16,370	6,351	194,788	5,582	230,071
10,549 Decrease.	–	80,013	–	46,590	–	869,994	–	1,123,353	253,359	–	421	603	278	4,084	93	5,479
19,829	0·99	34,038	1·69	200,495	9·96	2,013,087	100	4,127,131	2,114,044	49	1,116	2,407	719	39,464	247	43,953
17,126	0·81	25,772	1·23	134,338	6·39	2,102,367	100	4,209,158	2,106,791	50	1,176	2,336	733	38,685	403	43,333
2,703 Decrease.	–	8,266 Decrease.	–	66,157 Decrease.	–	89,280	–	82,027	7,253 Decrease.	–	60	71 Decrease.	14	779 Decrease.	156	620 Decrease.
7,928	0·87	6,702	0·74	61,184	6·77	904,060	100	1,762,354	858,294	57	450	1,054	484	6,623	420	9,031
8,763	0·89	7,029	0·71	64,678	6·59	982,065	100	1,872,619	890,554	52	463	1,067	497	7,432	158	9,617
835	–	327	–	3,494	–	78,005	–	110,265	32,260	–	13	13	13	809	262 Decrease.	586
178,706	0·95	271,551	1·44	1,171,155	6·22	18,811,673	100	38,164,354	19,352,681	49	8,125	19,228	7,276	236,791	6,156	277,576
166,289	0·84	343,525	1·73	1,155,082	5·82	19,848,952	100	39,479,999	19,631,047	50	8,619	19,773	7,681	240,905	6,143	283,021
12,417 Decrease.	–	71,974	–	16,073 Decrease.	–	1,037,279	–	1,315,645	278,366	–	494	545	305	4,114	13 Decrease.	5,445

General Summary—*continued.*

CAPITAL.

		Authorised Capital up to the 31st December 1867, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid-up Capital on, and up to, the 31st December 1867, including Subscriptions paid up to other Undertakings.				Debenture Loans Outstanding on the 31st December 1867.	Total paid up on Shares on, and up to, the 31st December 1867, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		
		By Shares. (1.)	By Loans. (2.)	Total. (3.)	Ordinary Capital. (4.)	Preferential Capital. (5.)	Debenture Stock or Funded Debt. (6.)	Total. (7.)	(8.)	(9.)	Amount authorised to be Subscribed. (10.)	Amount actually Subscribed. (11.)	
		£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
England and Wales	1866	388,605,689	129,702,809	518,308,498	193,674,973	109,322,884	12,566,697	315,564,554	86,659,720	402,224,274	(a) 10,224,877*	(b) 9,694,747*	* See Remarks to the London and North Western, and London and South Western Companies.
	1867	400,073,180	135,982,971	536,056,151	197,369,264	115,873,397	14,007,908	327,250,569	91,027,110	418,277,679	12,682,549	11,075,645	
Increase in 1867 - - £.		11,467,491	6,220,162	17,687,653	3,694,291	6,550,513	1,441,211	11,686,015	4,367,390	16,053,405	2,457,672	1,380,898	
Scotland - - -	1866	50,104,794	17,024,623	67,129,417	19,797,076	19,460,908	1,254,732	40,512,716	12,566,082	53,078,798	(a) 1,777,631	(b) 895,802	(a) Included in Columns (1) and (3).
	1867	52,915,650	17,447,356	70,363,006	20,430,938	21,482,910	1,246,972	43,160,820	13,414,787	56,575,607	1,807,681	1,434,577	
Increase in 1867 - - £.		2,810,856	422,733	3,233,589	633,862	2,022,002	7,760 Decrease.	2,648,104	948,705	3,496,809	30,000	538,775	(b) Included in Columns (7) and (9).
Ireland - - -	1866	27,141,150	7,625,341	35,066,491	14,773,580	5,671,306	284,165	20,729,051	5,840,061	26,569,112	(a) 851,333	(b) 459,188	
	1867	28,458,010	7,975,641	36,434,251	15,223,652	5,853,050	382,237	21,458,939	5,950,662	27,409,601	820,333	469,698	
Increase in 1867 - - £.		1,017,460	350,300	1,367,760	450,072	181,744	98,072	729,888	110,601	840,489	31,000 Decrease.	10,510	
United Kingdom -	1866	466,151,633	154,412,773	620,564,406	228,245,629	134,455,098	14,105,594	376,806,321	105,065,863	481,872,184	(a) 12,853,891*	(b) 11,049,737*	
	1867	481,447,440	161,405,968	642,853,408	233,023,854	143,209,357	15,637,117	391,870,328	110,392,559	502,262,887	15,310,563	12,979,920	
Increase in 1867 - - £.		15,295,807	6,993,195	22,289,002	4,778,225	8,754,259	1,531,523	15,064,007	5,326,696	20,390,703	2,456,672	1,930,183	

STATISTICS deduced from the TRAFFIC RETURN.

		Proportion per Cent. of the Number of Passengers.				Proportion per Cent. of Receipts from Passengers.					Increase per Cent. of the Number of Passengers over the previous Year.				Increase per Cent. of Receipts from Passengers over the previous Year.					Proportion per Cent. of Total Receipts derived from Passenger Traffic and from Goods Traffic respectively.		
		1st Class.	2nd Class.	3rd Class, including Parly.	Total.	1st Class.	2nd Class.	3rd Class, including Parly.	Season Ticket Holders.	Total.	1st Class.	2nd Class.	3rd Class, including Parly.	All Classes.	1st Class.	2nd Class.	3rd Class, including Parly.	Season Ticket Holders.	All Classes.	Passenger Traffic.	Goods Traffic.	Total.
England and Wales	1866	11·20	31·22	57·58	100	25·51	33·75	37·45	3·29	100	6·47	15·23	7·86	9·89	3·73	4·13	7·24	9·31	5·33	45·71	54·29	100
	1867	10·81	28·62 Decrease.	60·57	100	25·06	32·91	38·44	3·59	100	1·56	3·53 Decrease	10·69	5·23	1·27	0·53	5·87	12·40	3·11	45·54	54·46	100
Scotland - - -	1866	12·87	10·09	77·04	100	25·46	14·24	57·21	3·09	100	4·57	0·83 Decrease.	5·81	4·94	5·43	3·17 Decrease.	7·62	17·20	5·65	38·67	61·33	100
	1867	12·50 Decrease.	8·97	78·53	100	24·76 Decrease.	14·34	57·35	3·55	100	2·90 Decrease.	11·17 Decrease.	1·93	0·01 Decrease.	1·13 Decrease.	2·38	1·78	16·72	1·66	38·66	61·34	100
Ireland - - -	1866	12·39	27·74	59·87	100	25·00	28·97	43·47	2·56	100	8·46 Decrease.	7·31 Decrease.	4·49	0·75 Decrease.	7·99 Decrease.	8·43 Decrease.	0·28	4·53	4·40 Decrease.	59·32	40·68	100
	1867	12·48	27·91	59·61	100	24·73	29·18	43·39	2·70	100	7·90	7·80	6·69	7·15	4·90	6·85	5·88	11·45	6·06	58·75	41·25	100
United Kingdom -	1866	11·40	29·28	59·32	100	25·48	31·70	39·58	3·24	100	5·40	13·44	7·46	8·90	3·14	3·06	6·82	9·72	4·74	45·58	54·42	100
	1867	11·03	27·01 Decrease.	61·96	100	25·01	31·02	40·43	3·54	100	1·47	3·24 Decrease.	9·54	4·88	1·26	0·94	5·35	12·73	3·15	45·43	54·57	100

THE following COMPANIES made no RETURN to the BOARD of TRADE of their CAPITAL for 1867, but which according to their last Returns stood as follows:—

NAME OF COMPANY.	Authorised Capital including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid-up Capital, including Subscriptions paid up to other Undertakings.							Debenture Loans Classified according to the several Rates per Cent. of Interest.			Total Paid-up on Shares, and on Debenture Loans.
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend.	Preferential Capital.	Rate per Cent. of the Dividend.	Debenture Stock or Funded Debt (by the conversion of Debentures into Stock under Act of Parliament.)	Rate per Cent. of the Dividend.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.	
ENGLAND AND WALES:	£.	£.	£.	£.		£.		£.		£.	£.		£.	£.
Beddgelert	140,000	46,600	186,600	—	—	—	—	—	—	—	—	—	—	—
Bembridge Railway, Tramway, and Pier	50,000	16,600	66,600	3,000	–	–	–	–	–	3,000	–	–	–	3,000
Bridgnorth, Wolverhampton, and Staffordshire	270,000	90,000	360,000	3,418	–	–	–	–	–	3,418	–	–	–	3,418
Bristol and North Somerset	275,000	91,000	366,000	141,403	–	–	–	–	–	141,403	–	–	–	141,403
Carmarthenshire	110,000	36,600	146,600	20,700	–	–	–	–	–	20,700	–	–	–	20,700
Carnarvonshire	200,000	66,500	266,500	102,015	–	–	–	–	–	102,015	66,500	5	66,500	168,515
Corris	39,000	13,000	52,000	15,000	–	–	–	–	–	15,000	5,000	5	5,000	20,000
Cowbridge	35,000	11,600	46,600	17,488	–	–	–	–	–	17,488	–	–	–	17,488
Isle of Purbeck	90,000	30,000	120,000	—	—	—	—	—	—	—	—	—	—	—
Milford Haven Dock and Railway	140,000	46,000	186,000	—	—	—	—	—	—	—	—	—	—	—
North London, Highgate, and Alexandra Park	260,000	80,600	340,600	—	—	—	—	—	—	—	—	—	—	—
St. Ives and West Cornwall Junction	42,000	14,000	56,000	1,250	–	–	–	–	–	1,250	–	–	–	1,250
Sidmouth and Budleigh Salterton	80,000	26,600	106,600	1,660	–	–	–	–	–	1,660	–	–	–	1,660
Southsea	30,000	10,000	40,000	—	—	—	—	—	—	—	—	—	—	—
Swansea and Aberystwith Junction	384,000	128,000	512,000	30,700	–	–	–	–	–	30,700	–	–	–	30,700
Tamar, Kit Hill, and Callington	70,000	23,300	93,300	56,392	–	–	–	–	–	56,392	1,000	5	1,000	57,392
Tewkesbury and Malvern	265,000	88,000	353,000	235,580	–	–	–	–	–	235,580	88,000	5	88,000	323,580
Wensum Valley	220,000	73,000	293,000	2,572	–	–	–	–	–	2,572	–	–	–	2,572
TOTAL ENGLAND AND WALES - £.	2,700,000	891,400	3,591,400	631,178	–	–	–	–	–	631,178	160,500	–	160,500	791,678
SCOTLAND:														
Caithness	130,000	43,000	173,000	1,936	–	–	–	–	–	1,936	–	–	–	1,936
Montrose and Bervie	70,000	23,000	93,000	54,144	–	–	–	–	–	54,144	–	–	–	54,144
TOTAL SCOTLAND - £.	200,000	66,000	266,000	56,080	–	–	–	–	–	56,080	–	–	–	56,080
IRELAND:														
Bagenalstown and Wexford	350,000	161,600	511,600	97,862	–	10,000	–	–	–	107,862	80,490	5	80,490	188,352
Kilrush and Kilkee, and Poulnasherry Reclamation.	60,000	20,000	80,000	60,000	–	–	–	–	–	60,000	–	–	–	60,000
Parsonstown and Portumna Bridge Extension	24,000	8,000	32,000	—	—	—	—	—	—	—	—	—	—	—
West Cork	320,000	106,600	426,600	197,997	–	60,020	–	–	–	258,017	4,050 102,450	6 5	106,500	364,517
TOTAL IRELAND - £.	754,000	296,200	1,050,200	355,859	–	70,020	–	–	–	425,879	186,990	–	186,990	612,869

The "Carmarthen and Cardigan," "Carnarvonshire," "Cowbridge," "Hoylake," "Pembroke and Tenby," "Stafford and Uttoxeter," and "West Cork" Companies have not made Returns of their Traffic or Working Expenditure for 1867. The "Cork and Kinsale" Company has not made a Return of its Traffic; its Working Expenditure is included in that of the Cork and Bandon Company, who work the line.

STATEMENT showing the LENGTH, CAPITAL, PASSENGERS CONVEYED, RECEIPTS, and WORKING EXPENSES of the RAILWAYS in the UNITED KINGDOM from 1849 to 1867, both inclusive.

YEAR.	LENGTH OF LINE OPEN.			CAPITAL AUTHORISED.			CAPITAL PAID UP.						Number of Passengers Conveyed, Exclusive of Season Ticket Holders.	RECEIPTS.							Total Working Expenditure.	Proportion per Cent. to Total Receipts.	Net Receipts.	Proportion per Cent. to Total Paid up Share and Loan Capital.
	Double.	Single.	TOTAL.	By Shares.	By Loans.	TOTAL.	Ordinary.	Preferential.	Debenture Stock.	Debenture Loans.	TOTAL.	Per Mile of Line Open.		Gross Receipts from Passenger Traffic.	Proportion per Cent. to Total Receipts.	Gross Receipts from Goods Traffic.	Proportion per Cent. to Total Receipts.	Total Receipts from all Sources.	Per Mile of Line Open.	Per Train Mile.				
	Miles.	Miles.	Miles.	£.	£.	£.	£.	£.	£.	£.	£.	£.	No.	£.		£.		£.	£.		£.		£.	
1849 -	5,034	998	6,032	278,139,519	80,925,596	359,065,115	158,560,119	19,852,506	Cannot be given for these Years.	51,335,154	229,747,779	38,088	68,841,539	6,277,892	53·17	5,528,606	46·83	11,806,498	1,957	Cannot be given.	Cannot be given for these Years.			
1850 -	5,466	1,055	6,621	281,502,415	81,294,261	362,796,676	150,022,877	34,740,800		55,507,068	240,270,746	36,289	72,854,422	6,827,761	51·70	6,376,908	48·30	13,204,669	1,991					
1851 -	5,613	1,277	6,890	283,943,400	83,612,143	367,555,543	155,060,024	34,494,155		58,686,718	248,240,897	36,029	85,374,116	7,940,764	53·00	7,056,695	47·00	14,997,459	2,177					
1852 -	5,878	1,458	7,336	270,290,758	89,435,136	359,725,894	161,400,257	38,700,755		64,064,668	264,165,680	33,283	89,102,765	7,763,992	49·42	7,946,562	50·58	15,710,554	2,141	s. d. 5 2				
1853 -	5,987	1,699	7,686	274,369,933	92,399,800	366,769,733	164,724,178	43,527,380		65,072,958	273,324,516	35,561	102,265,702	9,099,031	50·44	8,936,848	49·56	18,035,879	2,345	5 5				
1854 -	6,103	1,950	8,053	276,000,577	92,383,731	368,384,308	166,030,806	49,377,952		70,660,036	286,068,794	35,523	111,180,165	10,244,954	50·68	9,970,770	49·32	20,215,724	2,510	5 6½				
1855 -	6,153	2,182	8,335	280,628,621	94,343,345	374,971,966	169,605,442	52,818,026		75,161,241	297,584,709	35,703	118,567,170	10,694,790	49·73	10,812,809	50·27	21,507,599	2,580	5 9⅛				
1856 -	6,266	2,444	8,710	282,890,751	94,877,156	377,767,907	173,446,100	56,789,558		77,359,419	307,594,086	35,315	129,315,196	11,376,337	49·11	11,789,156	50·89	23,165,493	2,660	5 11¼				
1857 -	6,357	2,681	9,447	288,013,644	99,038,090	387,051,734	178,624,394	58,126,627		78,406,237	315,157,260	33,329	138,971,240	11,888,219	49·18	12,286,392	50·82	24,174,611	2,559	5 9½				
1858 -	–	–	9,542	292,248,276	100,434,479	392,682,755	181,837,781	61,854,547		81,683,179	325,375,507	34,099	139,141,135	11,697,906	48·83	12,258,845	51·17	23,956,751	2,510	5 6				
1859 -	–	–	10,002	285,434,181	98,282,170	383,716,351	184,560,019	63,555,179	5,619,614	80,628,116	334,362,928	33,430	149,757,294	12,537,493	48·70	13,206,009	51·30	25,743,502	2,574	5 6				
1860 -	6,690	3,743	10,433	298,685,142	100,729,685	399,414,827	190,791,067	67,873,840	7,576,874	81,888,546	348,130,127	33,368	163,435,678	13,085,756	47·13	14,680,866	52·87	27,766,622	2,661	5 5	13,187,368	47	14,579,254	4·11
1861 -	6,893	3,972	10,865	322,369,654	107,503,292	429,872,946	193,591,991	73,784,336	7,806,568	87,144,443	362,327,338	33,349	173,721,139	13,326,475	46·65	15,238,880	53·35	28,565,355	2,629	5 5	13,843,337	48	14,722,018	4·06
1862 -	7,009	4,542	11,551	338,777,276	111,819,462	450,596,738	197,077,589	87,792,380	10,665,096	89,683,373	385,218,438	33,349	180,429,071	13,911,985	47·76	15,216,573	52·24	29,128,558	2,522	5 4½	14,268,409	49	14,860,149	3·85
1863 -	7,270	5,052	12,322	355,700,795	119,298,750	474,999,545	204,597,257	97,496,291	12,480,729	89,641,525	404,215,802	32,804	204,635,075	14,521,528	46·61	16,634,869	53·39	31,156,397	2,528	5 4	15,027,234	48	16,129,163	3·99
1864 -	7,402	5,387	12,789	390,413,137	130,109,197	520,522,334	214,947,054	104,647,626	13,049,541	93,075,392	425,719,613	33,288	229,272,165	15,684,040	46·11	18,331,524	53·89	34,015,564	2,667	5 3	16,000,308	47	18,015,256	4·23
1865 -	7,503	5,786	13,289	432,889,245	143,402,418	576,291,663	219,598,196	124,263,475	13,795,375	97,821,097	455,478,143	34,275	251,862,715	16,572,051	46·17	19,318,062	53·83	35,890,113	2,700	5 1¾	17,149,073	48	18,741,040	4·11
1866 -	7,711	6,143	13,854	466,151,633	154,412,773	620,564,406	228,245,629	134,455,098	14,105,594	105,065,863	481,872,184	34,782	274,293,668	17,395,925	45·58	20,768,429	54·42	38,164,354	2,755	5 4	18,811,673	49	19,352,681	4·01
1867 -	7,844	6,403	14,247	481,447,440	161,405,968	642,853,408	233,023,854	143,209,357	15,637,117	110,392,559	502,262,887	35,113	287,688,113	17,935,634	45·43	21,544,365	54·57	39,479,999	2,770	5 3¾	19,848,952	50	19,631,047	3·91

RAILWAYS.

I.

RETURN, by the Board of Trade, of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade, during the Year ended 31st December 1867.

II.

RETURNS, by the several RAILWAY COMPANIES in *England* and *Wales*, *Scotland*, and *Ireland*, showing the TRAFFIC upon their respective Railways in Passengers and Goods, during the Year ended 31st December 1867, &c.

III.

RETURNS by the several RAILWAY COMPANIES of their WORKING EXPENDITURE, &c., during the Year ended 31st December 1867, &c.

IV.

RETURNS by each RAILWAY COMPANY of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL, &c., on 31st December 1867:—RETURN of any AMALGAMATION, WORKING ARRANGEMENT, &c. of RAILWAY COMPANIES carried into effect during the Year 1867, &c.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
28 *July* 1868.

[*Price* 1 *s.* 3 *d.*]

484.

Under 12 *oz.*

REPORTS

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of June, July, August, September, and October,

1867.

(PART FIFTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
November, 1867.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
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FOR HER MAJESTY'S STATIONERY OFFICE.

1867.

[*Price* 2½*d.*]

TABLE OF CONTENTS.

BRISTOL AND EXETER RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 21st October 1867.

SIR,

I AM directed by the Lords of Committee of Privy Council for Trade to transmit to you for the careful consideration of the Directors of the Bristol and Exeter Railway Company the enclosed copy of the report made by Colonel Yolland, the officer appointed by My Lords to inquire into the circumstances connected with the accident which occurred to a passenger train on the Bristol and Exeter Railway on the 13th ultimo, from the luggage on the roof of one of the carriages catching fire.

I have, &c.

The Secretary of the Bristol and Exeter Railway Company. R. G. W. HERBERT.

Anglesey, near Gosport,
9th October 1867,

SIR,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 19th ultimo, the result of my inquiry into the circumstances which attended an accident to the 10h. 45m. a.m. up express train from Plymouth to London on the 13th ultimo, when the luggage on the roof of one of the passenger carriages caught fire between Tiverton junction and Wellington stations on the Bristol and Exeter Railway. No person was hurt.

A good deal of luggage, consisting of boxes and soldiers' and sailors' bundles, was placed on the roof of a second-class carriage at Plymouth station. It was covered with a tarpaulin, which is said to have come down over the front and sides of the carriage, and to have been properly strapped down, and made secure. Additional carriages were taken on at Newton junction, and one was dropped at Exeter, so that when the train left that station, the carriage with the luggage on the roof was the fifth from the engine, the whole train consisting of an engine and tender, break van placed next but one to the tender, and six carriages.

The station master at Exeter noticed that the luggage was properly secured when the train left Exeter. It is not appointed to stop before it reaches Taunton, about 24 miles from Exeter, and as far as I can learn, the first person among the Company's servants who became aware of the luggage being on fire was the through guard, who rode in the last compartment but one of the carriage on which the luggage was on the roof, and he states that his attention was first attracted by a smell of fire, which he thought proceeded from cotton waste on the engine; that in about a minute afterwards he smelt it stronger, and he opened the window and looked out, and several people in the train, some in the same carriage, were making signals with their hands, and calling out, but he could not hear what they said. The engine whistle had not been sounded up to this time. As he looked out, he observed something smoking from the roof, and he then put his break on, and just as he had got it screwed tight on he noticed a check in the motion of the train. He says he did not see any of the platelayers until he had got his break on, and he did not notice whether they were making signals or not. He had no means of communicating either with the engine driver, or the guard who rode in the van next but one to the tender.

The driver of the train states that after passing Tiverton junction, 15 miles from Exeter, he looked back along the train and observed that all was right with it; and that when they had got about two miles beyond the junction, and were running about 38 miles an hour, he observed that the platelayers on the line held up their hands as a signal to stop the train, and he shut off the steam, whistled for the guards breaks, and caused the tender break to be applied, and stopped in about half a mile after seeing the signal. When he looked back, while still running, he observed smoke coming from under the tarpaulin, and thought the luggage on the roof was on fire. The guard who rode in the van near the front of the train was not aware that anything was wrong until he heard the whistle for the guards' breaks. He had the means of communicating with the driver by a cord attached to the steam whistle.

When the train was stopped no time was lost in getting the tarpaulin off the luggage, which was found to be on fire in several places at the front part of the carriage; and when the tarpaulin was got off, it burst into flames, which were subdued by water from the tank of the tender and by throwing the burning luggage off the roof. Some boxes, bundles, and hampers were burnt, but the luggage on the after part of the carriage was not burnt. All was taken off the roof and stowed away in the luggage compartment. The roof of the carriage is said to have been somewhat burnt, but not to any depth. It was most fortunate that the platelayers observed that something was wrong before the train reached them, or the consequences might have been very serious, as the through guard could not make known the fact of the luggage being on fire to the driverof the train.

It is not known in what manner the luggage on the roof caught fire. It is surmised by the officers and servants of the railway company that it was probably occasioned by some lucifer matches carelessly placed or left among the soldiers' or sailors' bags; but I think it equally likely to have been caused by a spark from the funnel of the engine being blown under the tarpaulin and lodging against some of the bags, which then took fire, fanned by the draught of air.

The practice of carrying luggage on the roof is undoubtedly in some respects convenient, but at the same time it cannot be denied that it frequently takes fire from some cause or other, and it introduces an element of danger which had much better be dispensed with; but their Lordships have no authority to interfere, and it is most unlikely that the practice, which is very general, will be given up until some very serious calamity occurs. The Directors of the Bristol and Exeter Railway Company have passed a resolution directing the superintendent of their line to do all in his power with the other companies interested in this train (the Great Western, South Devon, and Cornwall Railway Companies) that as little luggage as possible may be carried on the roofs of carriages; and some of the officers are understood to be altogether averse to the practice.

It is little better than a farce to establish a communication between the guard riding in the van next to the engine and tender and the driver on the engine while the van is placed in this position in the train and is the only one attached to it. It is not contested generally by railway companies that there should be one van next to the tender and another at the rear of the train, although in practice the second van is often not sent; but it is evident that if there is only to be one van attached to a train it should be the last vehicle, so that in the event of the train being overtaken and run into, or should separate into two parts, and the latter part should run backwards down an incline, the last vehicle, and the one that will probably be most damaged, should not contain any passengers. Those who are responsible for the making up of the broad gauge main line trains do not apparently see the desirability of having a van at the rear of each train, and many representations against this practice have been made by the inspecting officers, but they have hitherto been entirely disregarded.

I have, &c.

The Secretary of the Railway Department, Board of Trade. W. YOLLAND, *Colonel.*

DUBLIN, WICKLOW, AND WEXFORD RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 26*th August* 1867.

SIR,

I AM directed by the Lords of the Committee of Privy Council to transmit to you, for the careful consideration of the Directors of the Dublin, Wicklow, and Wexford Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train on the 9th instant at Bray Head on the Dublin, Wicklow and Wexford Railway.

My Lords will be glad to receive as early as possible any observations which the Directors may have to offer on the subject.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Dublin, Wicklow, and Wexford Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 20*th August* 1867.

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 10th instant, the result of my inquiry into the circumstances under which a portion of a passenger train left the rails near a wooden viaduct on the Dublin, Wicklow, and Wexford Railway, rather more than a mile south of Bray Station, on the 9th instant, and the engine and tender and three third-class carriages broke through the handrail on the left or land side of the viaduct, and with the exception of the last carriage, fell down into a ravine in the side of the cliff at Bray Head, a height of about 33 feet. The engine and tender turned completely over, the coupling snapped, and they remained with the wheels uppermost. The first third-class carriage next the tender, with a break fitted to it, had the body separated from the frame, and broken to pieces. A lad in the service of the Company was riding in it, but, strange to say, he was unhurt. The second third-class carriage had its body smashed to bits, but the frame stood on end, and helped to support the third third-class carriage, which was hanging partly over the platform of the viaduct, kept up by the coupling chains attached to a composite carriage standing on the platform of the viaduct, but off the rails. One passenger, a Mr. Murphy, was instantaneously killed; and another, a Mrs. Haikman, has since died of the injuries which she then received; and 23 other passengers are known to the Company to have been more or less seriously injured. The engine driver had his leg broken, and the fireman was severely injured internally. It is most remarkable how these men escaped with their lives at all, looking at the position in which the engine and tender lay after falling from the viaduct. If the train had happened to have got off on the right hand or sea side of the line, it would in all probability have fallen into the sea below, at a much greater depth, and the calamity would have been greatly augmented.

The train to which this accident happened was the up train leaving Enniscorthy for Dublin, at 6.30 a.m. It consisted of an engine and tender, six carriages, of which the first was fitted with a break, and a guard's break van. A porter acting as guard rode in this van at the rear of the train. It left Delgany about its proper time 9.5 a.m., and was travelling slowly round Bray Head in obedience to orders which had been given to all drivers, and had nearly reached this wooden viaduct (called Brabazon corner in the details supplied by the engineer (the late Mr. Brunel), previous to the opening of the line in October 1855), when the acting guard says he got a knock in his van, looked out of the window, and saw the carriages hopping on the rails, and then he put on his break.

When I visited the place on the 14th instant, the line had been altered and repaired so as to allow the traffic to be resumed; but, from the marks on the rails which were pointed out to me, and from the statements made by the various witnesses at two coroner's inquests, and by Mr. J. Fogerty, a civil engineer, from an examination of the spot made two or three hours after the accident occurred, I gather that the first mark of a wheel having mounted the rail was found at 125½ feet south of the south end of the wooden viaduct, six inches from a joint (*m*); that mark could be traced on the top of the left hand or high rail for 5 ft. 11 in., and there this wheel dropped outside the left rail, marked a bolt head 7 ft. 4 in. from the joint (*m*); also the next bolt head at 13 ft. 7 in., and two other bolts respectively at 19 ft. 10 in. and 23 ft. 11 in. from the joint (*m*). Corresponding marks from the right wheel, were traced inside the right or low rail, on a bolt head nearly opposite to that at 13 ft. 7 in., and on the transomes connecting the longitudinal timbers from this spot forward. Some other wheel appears to have mounted the left rail at a joint (*n*) 29½ feet south of the south end of the viaduct, and to have dropped on the outside, three feet from this joint; and from this point forward, nine of the transomes were broken by the right wheel or wheels of some vehicle; these transomes had been replaced.

From marks on the platform of the wooden viaduct, it would appear that some of the carriages broke away the hand rail about 13 yards north of the south end of the viaduct, while the advanced wheel of the engine went over the viaduct 28 yards north of the south end. The total length of the viaduct is about 50 yards.

The joint (*m*), where the first wheel mounted the rail, is situated about 142½ feet south from the middle of an S curve; the portion to the south curves to the right, while that part that commences 17 feet north of the south end of the viaduct curves to the left (looking northward). In the details, the northern portion is described as having a radius of 18 chains, and the southern portion, on which the accident commenced, as having a radius of 26 chains; but the radius of the actual curve, as I found it on the 14th instant, for a rail's length north and south of the joint (*m*), is about 19 chains. The gradient is 1 in 508 falling towards Bray.

The permanent way originally laid down at this part is stated by the late Mr. Brunel to have consisted of a bridge rail that weighed 69 pounds to the linear yard, laid on longitudinal timbers 12 in. by 6 in., and fastened to them by fanged bolts—the gauge being 5 ft. 3 in.—maintained by transomes and strap bolts at intervals, similar to the system in use on the broad gauge in England. But at the time of this accident there appear to have been three different kinds of rails on the line; viz., an old 80 lbs. bridge rail, extending from the north over this viaduct, and terminating at the joint (*n*); a new 80 lbs. flanged or flat-bottomed rail from this joint (*n*), south on the left or high rail, and from joint (*n*) to joint (*m*) on the right or low rail; and from (*m*) southwards on the low rail, an old 56 lbs. bridge rail much worn. The resident engineer, Mr. Murphy, examined the state of the line about 1 o'clock on the day of the accident, and observed the marks at the joint (*m*), and the uneven state of the right or low rail, that it was up and down; and he at once concluded that the engine had got off at this joint (*m*). He tried the gauge at this joint, and says it was not quite ⅛ inch tight; and in the middle of the rails length further north, it was about ⅛ inch wide to gauge, and 20 feet south of the joint (*m*) it might be

$\frac{3}{16}$ inch wide to gauge; he also found it tight to gauge 48 feet nearer to the viaduct than the joint (*m*), but he did not consider that the gauge had anything to do with the engine getting off, except that it might help it to get off. He had no means at that time of trying the cant, and therefore left it until the following morning.

In the evening of the same day, the locomotive superintendent, Mr. Wakefield, as the first up train due at Bray at 5 p.m. passed over the restored road, watched the engine as it slowly approached the joint (*m*), and observed the left leading wheel of the engine rise above the rail as it passed over it, but the wheel did not get on the top of the rail, but dropped down into its proper place as it advanced. He then tried the gauge, and "to the best of his "recollection it was nearly $\frac{3}{8}$ inch tight at the "joint (*m*)," and "a little slack on each side of it?" He had previously observed, during the day, that the "right rail opposite to the first transome that was "marked was a little high, making the cant small; "further back the cant was very large; and so, when "the left leading wheel of the engine was opposite "the joint (*m*), the right trailing wheel would be "on a part where the right rail would be very low." He adds that "I did not try the gauge at that time, "nor the cant; I only looked at it, and could see "which was high, and which was low. I looked "upon that as the cause of the accident."

Mr. Fogerty was good enough to communicate the result of his investigation to the Board of Trade, that it might be available for the inspecting officer who inquired into that accident, and I received it on my return from Ireland.

He noticed the two joints to which I have already referred, and remarks as follows: "At the joint (*n*) "the old 80 lb. bridge rail projected $\frac{3}{8}$ inch inside the "new 80 lbs. flat-bottomed one, and this old rail was "laid on a worn and rotten longitudinal, into which "it would be difficult to drive a spike, and the "corner of the flange of the rail was recently "fractured. A wheel of the engine had evidently "mounted and crossed here, and indented the "planking of the bridge in the direction in which it "went over into the ravine.

"At the joint (*m*) the old rail (the right rail) was "ramped up suddenly about $1\frac{1}{2}$ or 2 inches in 8 "feet or so, and the permanent rails were evidently "hastily put down. I had no opportunity of checking "the gauge here, but I am of opinion that the "tender left the rails at this point and indented the "cross timbers to (*n*), and that the engine left the "road at (*n*) rising over the rail on striking the "projecting $\frac{3}{8}$ inch mentioned." "The cause of "the accident was, in my opinion, solely due to the "wretched manner in which the line was being "relaid; and, having considerable experience in "laying permanent ways, I unhesitatingly say that the "line was not in a fit state to run over at this "point. I think the ramp up at (*m*) caused the first "crossing of the line, and the uneven rail at (*n*) "the second. If the engine had gone off at (*m*), I "think she would have cut deeper into the cross "timbers, and consequently I think that either a "tender, or a van, or carriage crossed at (*m*)."

Mr. Fogerty has subsequently informed me that his impression was, that there was no cant at all at the joint (*m*), and he had so remarked to his brother when making his examination.

It further appears as the engine of the next up train on the Friday due to leave Delgany Station at 8·35 p.m., approached the spot, with a man walking in front of it with a hand lamp, that the leading wheels did actually get off the rails at the same joint (*m*). This was a tank engine, running with what is known as the trailing end in front, or chimney behind. Unfortunately this engine has obtained an objectionable reputation among the platelayers, whether deservedly so or not I cannot say, for getting off the rails, but I am told that it has not done so very recently. The resident engineer, Mr. Murphy, then gave instructions to the platelayers to leave the road in the same state until the Saturday morning, at which time he observed the cant or super-elevation of the right rail at the next four joints south of the joint (*m*), at the joint itself, and at the next joint north of it. He has supplied me with those particulars, as follows:

	Inches.
At the 4th joint to the south it was	7·56
" 3rd " " "	9·12
" 2nd " " "	7·92
" 1st " " "	7·08
At joint (*m*)	4·08
At the next joint to the north	2·64

With the exception of the rail between the 2nd and 3rd joints south of joint (*m*), all the rails on the high side were 24 feet in length, and the excepted one was 21 feet in length.

The explanation afforded for the cant being so large in some places is that the company had been engaged from the previous Monday in replacing worn-out rails by new ones of a different section, on the higher or land side of the curve. The new flat-bottomed rail standing 2 inches higher than the 56 lbs. old bridge rail, which it replaced; the new rail having a narrower base than the old rail, being placed on the old, and in many instances seriously decayed longitudinal timbers, which were left undisturbed—neither raised nor lowered. This increased difference of cant would, of course, have been got rid of as soon as the old rails had been replaced by new rails on the lower side, but until that was done it increased the difficulty of gradually doing away with the cant in a short distance.

It is, however, very questionable whether the sudden change in the amount of the cant from 7·08 inches to 4·08 inches in 24 feet, observed by Mr. Murphy on Saturday, truly represented the actual difference that existed at the time when the train got off the line on the Friday morning: as the inspector of permanent way (Wm. Cosgrave), the ganger of the length (Simon Cartey), and a party of platelayers examined the line before daylight on Saturday morning with a hand lamp, and they came to the conclusion that the left rail was too low at the joint (*m*), and they gave directions to the men to lower some parts of the line, to raise others, and to alter the gauge here and there The acknowledged reason why this was done was, that "they thought they would make the road all right, "unknown to any one;" and then, having given these directions, the inspector went one way, and the ganger another, leaving the men to carry out their instructions; and the object of their going away was, that they might be enabled, at the coroner's inquest, to say that "they had not altered the road." I should explain that the relaying, including the putting down of four new rails on the sea-side rail, immediately before 5 o'clock on the Thursday evening, was done under the personal direction of the inspector of permanent way (Wm. Cosgrave). These facts were not elicited at either of the coroner's inquests, or it is possible verdicts of accidental death might not have been obtained.

The engine which drew this train was a six-wheeled engine with four wheels coupled, having inside cylinders 15 inches in diameter and 20 inches stroke, with the driving and trailing wheels of 5 ft. 6 in. in diameter, and the leading wheels of 4 feet in diameter; the distance between the centres of the leading and driving wheels being $7\frac{1}{2}$ ft., and that between the driving and trailing wheels $6\frac{3}{4}$ ft. The officers of the company have no knowledge of the weights on the several wheels of this engine, and they do not possess any weighing machine for ascertaining the respective weights borne by the various wheels of their several engines, and thus of balancing them correctly. On a line where the curves are sharp this is of the greatest importance. The wheels of the engine and tender were found nearly true to gauge. The 12th plate of the right leading spring

was found broken at 3¼ inches from the end; but all the other springs were sound; and there is nothing in the condition of the engine or tender that should, in my opinion, have occasioned the accident, and the same may be said of the carriages.

The officers of the railway company did not attempt, before the coroners' inquests, to disprove the fact that the accident was entirely due to the condition of the permanent way. I have no doubt that it was left in a very bad state on the evening of Thursday the 8th instant,—much worse than was necessary if proper care had been taken, notwithstanding the indifferent materials placed in the hands of the platelayers.

It is not certain which vehicle first got off the line; but I think it probable that the leading wheels of the engine got off the rails at the joint (*m*), and the driving wheels at the joint (*n*), and that some of the other vehicles also got off at the joint (*m*).

Certain portions of the line between Bray station and this viaduct have been relaid with new rails on cross sleepers; and, in my opinion, a great mistake was made when it was determined, certainly not too soon, to put down new rails on other parts on the old longitudinal timbers, many of which, as I have already stated, are seriously decayed, instead of entirely renewing the road with new rails on new cross sleepers. If the remainder of the line is like portions between this viaduct and Bray station, the sooner it is properly relaid the better, as far as the safety of the public travelling on it is concerned.

An accident occurred near the same place on the 23rd April 1865. It was inquired into by Colonel Rich, who reported that it was caused by a "defective carriage wheel and an imperfect permanent way;" and he recommended "that a guard or check rail should be fixed all round Bray Head, which, with a good rolling stock and a more perfect permanent way, will, no doubt, add much to the security of the public on this part of the Dublin, Wicklow, and Wexford Railway."

Colonel Rich's recommendation as to the guard rail appears to have been attended to partially; but the guard rail had not been put on where this recent accident occurred, or, in all probability, it would not have happened. If the permanent way had been properly renewed, and the platelayers had done their work in a satisfactory manner, no check rail was absolutely necessary, but it would have been an extra precaution.

The Dublin, Wicklow, and Wexford Railway is isolated from all other railways in Ireland. The repairing shops for the locomotive department should, therefore, be provided with a weighing machine for the adjustment of the weights on the wheels of the various engines. The ganger of the platelayers had not a level whereby he could ascertain the cant of the rails which he would have to maintain; and from the statements which were made, I should not consider that inspector Cosgrave and ganger Carty were proper men to be entrusted with the looking after and relaying of the permanent way, on whose condition the safety of the public travelling on the line must entirely depend.

I have, &c.
W. Yolland,
Colonel.

The Secretary of the Board of Trade (Railway Department), Whitehall.

Dublin, Wicklow, and Wexford Railway Company, Secretary's Office, 48, Westland Row, Dublin, 7th September 1867.

Sir,

In reference to your letter of 26th ultimo, I beg to enclose herewith a copy of observations by the Company's consulting engineers, Messrs. Cotton and Fleming, on Colonel Yolland's report on the accident at Bray Head on 9th ultimo.

I am, &c.
G. W. Mannsell,
Secretary.

The Secretary, Board of Trade, Railway Department.

To the Chairman and Directors of the Dublin, Wicklow, and Wexford Railway Company.

Gentlemen,

We have carefully read and considered the report made by Colonel Yolland to the Board of Trade on the recent accident at Bray Head, and beg to offer the following remarks on it.

The first portion of the report is occupied with a general statement of the circumstances, which are stated minutely and correctly.

The Government inspector then goes on to give the evidence of the resident engineer and locomotive superintendent as to irregularity in gauge, without, however, stating what, in his opinion, would be the probable result of such irregularity, or to what extent the accident was due to this cause.

Next is given Mr. Fogerty's letter, in which the only point to be noticed is that he attributes the accident in a great measure to the lipping of a joint. This was alluded to in Mr. Cotton's report to you on the 12th August, in which he stated that this lipping was a result and not a cause of the accident. On the ground Colonel Yolland expressed his agreement with Mr. Cotton's views on this point.

Colonel Yolland then notices the order of the resident engineer to leave the road as it was until the following morning, but does not add that it was accompanied by a direction and arrangement as to speed that *beyond all possibility* prevented any danger whatever from the rails being left as they were.

Colonel Yolland rightly explains the reason of there being such a large cant as nine inches, which if properly eased out is not a source of danger itself. He states that these rails were laid on seriously decayed sleepers. With regard to this we would point out that efficiency of the sleepers was proved by the accident itself; not a rail was displaced excepting at the spot where the engine turning sharp round, left the bridge. Many of the sleepers here, and between it and Bray, appear bad from the outside portions being decayed, but where the timber under the rail is sound to the stroke of a pick the bearing is considered safe.

That Cosgrave and Carty agreed during the night to have alterations made in the cant and gauge without acquainting the resident engineer, and contrary to his orders, was brought out at the examination by Colonel Yolland on the 12th August, after Mr. Cotton's report was sent in.

The question of weightable requires no comment from us, it is rather a matter for the locomotive department; the cost would be 250*l*.

Colonel Yolland gives his opinion that this accident was due to the bad state of the permanent way. We interpret this expression to mean the unworkmanlike manner in which the rails were left as to levels, and in this view we fully concur. He states that indifferent materials were supplied to the platelayers. We cannot understand this, as the rails which were being put in were new, the method of fastening and quality of bolts and screws unquestioned, he must, therefore, refer solely to the sleepers; but as we have stated above, whatever his opinion may be of them, it is quite clear that the sleepers in no way conduced to the accident.

Colonel Yolland notices the portion of the railway between Bray Head and the station, and draws an inference as to the rest of the line. He did not notice, we suppose, that new rails were lying along side for the renewal of this very portion, when any sleepers found unsafe will be replaced.

Colonel Yolland alludes, of course, to Colonel Rich's former report, adding that if a guard rail was here, the accident would not in all probability have occurred, but that if the line were in good order, it was not an absolute necessity. We observe first that Colonel Yolland refrains from endorsing Colonel Rich's recommendation, and, indeed, we should be surprised if a Government Inspector were to REQUIRE a guard rail here, it not being their habit to do so on even much sharper curves when inspecting new lines; and second, that Colonel Yolland's additional remark is one that in all probability would apply to every case of running off that ever occurred on any railway, and

is a general remark that could not be intended to bear a practical deduction, since such is not expressed.

He remarks that the ganger, *i.e.* Carty, had no level. The rule on this railway is, that the overlooker, but not the ganger, should have one. Cosgrave was overlooker in this case, and produced his level when asked for it by Colonel Yolland.

Cosgrave has, in our opinion, by his carelessness, proved himself unfit for such responsibility as lies with a man entrusted with relaying. We do not think Carty is nearly so much to blame, though the prevarication and deception of the two admit of no excuse.

COTTON and FLEMING.

5th September 1867.

Board of Trade
(Railway Department),
Whitehall, 19*th September* 1867.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 7th instant, enclosing a copy of observations by the consulting engineers of the Dublin, Wicklow, and Wexford Railway Company, on Colonel Yolland's report on the accident to a passenger train at Bray Head on the 9th ultimo.

In reply I am to transmit to you to be laid before the Directors of your Company, the enclosed copy of a memorandum on the subject by Colonel Yolland, to whom your communication was referred.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Dublin, Wicklow, and Wexford Railway Company.

Copy of Colonel YOLLAND'S MEMORANDUM.

THE only important point on which Messrs. Cotton and Fleming appear to differ from me has reference to the steps which have hitherto, and apparently will in future be taken in maintaining the permanent way of this railway.

As already stated, I observed that many of the longitudinal timbers were seriously decayed. Mr. Fogerty calls attention to one at the joint (*n*) where the flange of the rail was fractured, and where he thinks the engine got off the line; another could be seen on the viaduct itself, which had been strengthened by a piece of timber placed on each side, with bolts through the rotten longitudinal, and I considered, and still entertain the same opinion, that when a line is in the condition in which I found portions between Bray Head and station, new rails—admitted to be necessary—should be laid on new sleepers, and not on decayed or partially decayed longitudinals, and that it would have been better to have made a complete renewal than to have introduced pieces of patchwork.

I have not stated that the accident was caused by the decayed timbers, but I infer that it was due to the bad state of the permanent way. It matters little as far as the public are concerned whether this condition was occasioned by bad workmanship or by defective materials.

W. YOLLAND.

14th September 1867.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 15*th August* 1867.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 8th ultimo in the Victoria Station at Manchester of the Lancashire and Yorkshire Railway.

My Lords trust that the directors will give their careful consideration to Captain Tyler's recommendations.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Lancashire and Yorkshire Railway Company.

Walton-on-the-Naze,
10*th August* 1867.

SIR,

IN compliance with the instructions contained in your minute of the 13th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 8th ultimo between a passenger train entering, and a waggon standing in, the Victoria Station at Manchester, on the Lancashire and Yorkshire Railway.

This station, at which the traffic is enormous, is approached, as I have had occasion to explain on previous occasions, on a steep falling gradient for about a mile from Miles Platting. It has been the practice with certain of the branch passenger trains to bring them nearly or quite to a stand about 120 yards from the entrance to the station; to detach the engine by a treadle, connected with the coupling, and acted upon by the guard in the leading van; and to allow the engine and train to run forward into the station on different lines. This operation, which is a mode of "fly shunting," is attended with much convenience, as the engine is ready immediately to proceed to the other end of the train, and to start with it again in the opposite direction; and it is especially convenient at this particular station because the amount of accommodation is limited in proportion to the traffic. There are not spare lines available for allowing the engines, if they were taken into the station at the head of their trains, to run round them in all cases in the *dock* lines between the platforms. The delay and risk which would be caused by backing these trains out of the station after their arrival, for the purpose of getting the engine round them, would be so great as to render such a mode of working impracticable. But it has its disadvantages as regards safety; and, indeed, any system of fly shunting with passenger trains is, as a general rule, objectionable. The passenger carriages of the Lancashire and Yorkshire Company are, however, supplied with break power more efficiently than those of any other Company; and if all the trains were brought actually to a stand near the foot of the incline before being allowed to enter the station, there would be an important element of safety in that precaution, whether the uncoupling took place or not.

The above fly-shunting process is not adopted with the main-line trains from Yorkshire, but with the following numbers of branch trains from the different places enumerated:—

10	trains	from	Middleton.
11	„	„	Staleybridge.
26	„	„	Oldham.
11	„	„	Bury.
7	„	„	Rochdale.

making altogether 65 branch trains daily.

The 10.10 a.m. passenger train from Middleton left

that station punctually for Manchester on the 8th July, consisting of a tank engine, three carriages, and a break-van. The carriages and van were all coupled together with Fay's continuous break, which appeared to work perfectly well at the intermediate stations. The engine-driver found, as he approached the Manchester (Victoria) station, a signal against him; and he brought his train *almost* to a stand near the usual place, 120 yards from the station. The signal having been lowered, the (acting) guard uncoupled the train from the engine with his treadle, and made a signal with his hand from the window of his van to the driver, to "go ahead." The engine went forward into a siding, and the train was turned in another direction, through a pair of facing points, to its platform line. The train, instead of being brought to a stand at its proper place, was allowed to run forward against a waggon near the stationary buffers at the end of the dock line.

Neither the spring buffers of the waggon nor the stationary buffers were damaged; but the body of a first-class passenger carriage was shifted on its framing; and eight of the passengers were, unfortunately, more or less injured.

The acting guard who was in charge of this train had been a porter in the Lancashire and Yorkshire Company's service for two years and six months,—at Pendleton, Clifton Junction, Horwich, and Manchester. He had been in the habit of occasionally helping the foreman porter to shunt the trains at the Victoria station for three months, and had been at that station at different times altogether for 10 months. He thought he understood the action of the breaks well, from having worked them in shunting. He had done duty as second guard with trains to Blackpool and Liverpool frequently during the summer of 1866, with ordinary and excursion trains, and with a train to Sowerby Bridge on the Saturday before this collision. But these trains had, with one exception, entered the Victoria station with their engines in front of them; and the 8th July was the first day on which he had, as head guard, brought a train down the incline from Miles Platting, and in that capacity essayed the uncoupling and fly-shunting process. He left Manchester at 8.25 a.m. on that day, and returned at 9 o'clock; and it was on his second trip, in returning to Manchester about 10.30 a.m., that the above accident occurred.

Immediately after that accident he ascribed it to some defect in the breaks which he could not explain; and they were accordingly tested at once by the station master, who found them, by actual experiment, to be in good working order. But the statement which he subsequently made to me was as follows: "About 20 yards from the Scotland Street "Bridge the train came almost to a stand. I un-"hooked the engine from the train with the treadle "in my van, and gave the signal to the engine-"driver to go forward. He did so. I afterwards "took my break off as far as I could, to let the car-"riages run forward. When I tried to apply it "again I found that I had turned it off too far, and "I could not turn it on again, as it stuck. I put my "foot to it, and used all the force I could; and I got "it to work, but too late to stop the train, which "ran against a waggon, and forced it against the "stationary buffers. The breaks seemed to be in "good order all the way from Middleton, as I "worked them at the two stations — Middleton "Junction and Miles Platting—and in pulling up "at Scotland Street Bridge."

I found by experiment that the break wheel would, when it was turned off to an unnecessary extent for two or three revolutions, and with some degree of violence, "stick," as the acting guard asserts, and that a considerable amount of force was then required to release it. This explanation of the accident is, therefore, quite within the bounds of probability; but it is strange that it was not given immediately after the accident, or until my inquiry. The acting guard accounts for not having sooner afforded it by saying that he was so much confused at the time that he hardly knew what statements he made.

This collision was, at all events, caused by some mistake on the part of a comparatively inexperienced porter, acting as head guard, in the process of fly-shunting with a passenger train. It would either not have occurred or have been less violent if the train had been brought quite to a stand before the uncoupling took place, because the line, after falling to the platform, rises slightly along the length of the platform. It was not the practice previously to bring all the trains absolutely to a stand before uncoupling the engine, and it would always be difficult to enforce this precaution. It would be better if the train were, after being brought to a stand at the Scotland Street bridge, always run into the station engine first. This might be done by employing a spare engine, ready in each case to take a train out again after its arrival, and by providing that the engine arriving with any one train should depart with the succeeding train. This, again, would necessitate a system of interchanging the engines amongst the different branch trains. At present, the engines employed ordinarily with the Staleybridge, Bury, and Rochdale trains are not sufficiently powerful to work the Oldham and Middleton traffic; but there is no good reason why the locomotive arrangements should not be made in future with a view to an alteration in this respect; and I would take the opportunity of recommending the construction of a class of engines, with double bogie-frames, and coupled wheels in each, which, being sufficiently powerful to work any of the trains, would also be of the safest description for working round sharp curves on steep gradients, and with either end first.

It will further be desirable, on discontinuing the system of fly shunting, to introduce locking apparatus into the cabins Nos. 5 and 6 near the entrance of the Victoria Station. There are in No. 5 cabin seven signal levers, nine point levers, and two bell levers; and in No. 6 cabin four signal levers, five point levers, and one bell lever. These are in constant use, and it would be a great advantage to safety to interlock these signals and points with one another, so that it may not be possible for the signalmen to lower their signals when the points are in the wrong position, or to alter the points when the signals applying to them are at "all right" or while trains are passing over them, or to lower simultaneously any two or more conflicting signals, so as to lead to a collision of engines or trains.

I have, &c.

H. W. Tyler.

The Secretary of the Board of Trade, (Railway Department).

LONDON AND NORTH WESTERN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 3rd September* 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the London and North Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the night of the 5th July to the limited mail train near Wolverton station on the London and North Western Railway.

I am, &c.
The Secretary of the London and North Western Railway Company. R. G. W. HERBERT.

Board of Trade
(Railway Department),
SIR, *Whitehall, 29th August* 1867.

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 13th instant, the result of my inquiry into the circumstances which attended an accident to the limited mail on the night of the 5th ultimo, which occurred rather more than two miles north of Wolverton station on the main line of the London and North Western Railway, on which occasion about 14 passengers were injured, among whom was His Highness Prince Dhuleep Singh. The two guards of the train were also injured. One of the passengers had one of the small bones of his leg fractured, but the others are understood not to have been seriously hurt.

The limited mail, consisting of an engine and tender, two guard's break vans, three carriages, and six post office vehicles, with two guards in the break vans, left Euston Square station on the evening of the 5th ultimo at 8.42 p.m. It is not appointed to stop at any station until it reaches Rugby, 82¾ miles from London, the Company having put down water troughs about ¼ of a mile in length, between the rails on level portions of their line at Bushey and north of Wolverton station, so that the tenders are enabled, through a scoop lowered into the water trough, to take up a supply of water as the train passes at full speed over the water troughs.

The train travelled all right past Wolverton station, 52¼ miles from London, and the driver states that the fireman let down the scoop in the usual manner, so that it might enter the water trough at the south extremity, when he was running, as he thinks, at the usual speed of 44 miles an hour; and he says that the scoop appeared to go down all right, the steam being on at the time, and when they had got a proper supply of water he assisted the fireman to lift up the scoop, before they had passed over the whole length of the trough, and everything appeared to be quite right when they took up the scoop; that he felt no jerk, oscillation, or vibration, and he did not hear any coupling snap; but when they were, as he imagines, 300 yards north of the spot where they lifted up the scoop, the alarm whistle on the engine began to sound and he immediately shut off the steam. This alarm whistle is connected by a cord passing along the off side of the train to a wheel in the rear guard's van, to enable the guard, if he is aware of anything being wrong, to sound the alarm whistle by pulling the cord, and thus to give notice to the engine driver; and the same effect is produced if the train separates into two parts. He says the fireman lifted the cord several times to stop the whistle, but on dropping it the whistle still continued to sound, and then, after the third or fourth time, the fireman told him he though that they had broken away from the train. The driver also says that when he came to the conclusion that the train had broken into two parts he told the fireman to slacken off the tender break, and he went to the regulator to turn on the steam, but before he could get to it the after part of the train had run into the tender and caused rather a severe collision. The engine driver was knocked down among the coals and the two guards were both knocked senseless, and one of them was a good deal hurt. Some little damage was done to the tender and to the two leading vehicles, a guard's van and a composite carriage, so that it was deemed expedient to leave these vehicles at Blisworth.

The guard in the leading van heard a snap, and the guard in the rear van felt a jerk, and both speak to the sounding of the alarm whistle and to their having immediately applied their breaks; but the effect of two single brakes on the retardation of the speed of 11 vehicles, many of them very heavy, would be very much less than the application of the tender break in checking the speed of the engine alone, even if all were equally promptly applied. It appears, however, that the communicating cord was not properly fastened to the wheel in the rear guard's van, so that it began to unwind, and thus the cord did not break as it should have done immediately the train separated into two portions. Again, this cord was not carried into the leading guard's van at all.

It appeared afterwards that the screw coupling between the tender and the guard's break van next to it broke, but no reason can be assigned for the fracture. I did not see this coupling, but was told that it was amply strong, of good quality of iron, and that there was no flaw in it. It is surmised that the loop of the screw coupling was rather too long, so that the van could not be tightly screwed up to the tender, and that it might have snapped on receiving a sudden jerk. This broken coupling was found 404 yards north of the south end of the water trough; the line is level for 665 yards north of this spot, and from thence it rises 1 in 330.

The collision took place 1,285 yards north of where the broken coupling was found and 85 yards north of the 54¾ mile post, and the carriages stopped 1 mile and 327 yards from the spot where it dropped.

As the result of my investigation I should state that I have no doubt the collision was occasioned by a mistake on the part of the driver and fireman in putting on the tender break when they did not know the precise position of the train of heavy vehicles behind them, or how far the engine had got away from it. All that was necessary to be done was to shut off the steam; but it must be remembered that this occurred in the night, and I have no doubt they did what they considered to be most advisable under under the circumstances.

The train was insufficiently supplied with break power. The ordinary West Coast rolling stock was under repair at Wolverton, so that the guards had only single breaks to depend on instead of continuous breaks connected with the next carriage, in accordance with the usual practice adopted for this limited mail train.

It appeared also in evidence that it took nearly half a minute to put on one of these breaks, and I must remark that it would be far more advantageous if the Company would have these continuous breaks fitted with springs, by which they would be instantaneously put on by merely liberating a catch. It is of far greater importance that when breaks are whistled for they should be very promptly put on rather than that they can be quickly taken off.

I have, &c.
The Secretary, Railway Department, Board of Trade, Whitehall. W. YOLLAND. *Colonel.*

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 25 October* 1867.

I AM directed by the Lords of Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 5th instant to a passenger train at the Victoria Station of the London, Brighton, and South Coast Railway.

I have, &c.
R. G. W. HERBERT.

The Secretary of the London, Brighton, and South Coast Railway Company.

Board of Trade
(Railway Department),
SIR, *Whitehall, 18 October* 1867.

IN compliance with the instructions contained in your Minute of the 12th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 5th instant, at Victoria station of the London, Brighton, and South Coast Railway.

Two passengers are reported to have been slightly hurt.

A train, consisting of an engine and tender, a guard's break van, a third class, a second class, two first class, and two third-class carriages, coupled in the order given, left South Croydon station for London at its proper time, 6.17 p.m., on the 5th instant. A guard was travelling in the front van, and a second guard in the third-class carriage, at the tail of the train.

The train passed the Hole-in-the-Wall signal station at the entrance to Victoria station at slow speed, about 7.10 p.m., and on passing through the facing points at Eccleston Bridge, which is just inside the Hole-in-the-Wall signal box, the engine and tender kept the rails that lead up to the Brighton main line platform; the guard's van next to the tender got its two hind wheels off the rails; the third and second-class carriages next behind the guard's van got completely off the rails, and the rest of the coaches in the train kept on the rails that lead up to the local or Crystal Palace platform.

The entrance to the London, Brighton, and South Coast section of Victoria station is controlled by a signalman stationed in the Hole-in-the-Wall junction box, and by two other pointsmen stationed under Eccleston Bridge, which is about 50 yards nearer to the platforms.

The pointsmen work in connexion with the man at the Hole-in-the-Wall. They signal to him when the platforms are clear for trains to enter the station, and they receive permission from him to let trains pass out.

The points and signals at the Hole-in-the-Wall, with the exception of the dummy or shunting signal, are arranged on the locking principle; but those at the Eccleston Bridge stations are not.

When the South Croydon train arrived at the entrance to Victoria station the signals at the Hole in-the-Wall and at the Eccleston Bridge stations were all right for the train to pass to its proper destination, which was to the local or Crystal Palace platform. On passing through the Eccleston Bridge points the front part of the train took the road for the Brighton trains, and the hind part of the train followed its proper road, as before described.

Charles Fuller, the pointsman at Eccleston Bridge, states that he set the points for the road which leads up to the Crystal Palace platform, previous to lowering the signals some minutes before the South Croydon train arrived, and that he did not move them again. He endeavours to account for the accident, by saying that an engine passed out from the arrival platform for the Brighton trains without his knowledge, and that this engine, by forcing its way through the points, strained them and left them partly open for the South Croydon train.

The driver and fireman of this latter engine state distinctly and decidedly that they got the signal from Fuller to pass his station, and they are borne out by the signalman at the Hole-in-the-Wall, who also states that he allowed the said engine to come out after having received leave to do so from a man at Eccleston Bridge.

There appears to me therefore but little doubt that Fuller omitted to set the points for the South Croydon train to proceed to its proper destination,—to the Palace platform,—and that in the surprise of seeing the engine of the South Croydon train taking the wrong road he became confused, and moved the points while the train was passing over them, thereby causing the accident.

The arrangement of the points and signals at the entrance to Victoria station is being altered, in connection with the Battersea new lines, and I understand that the points and signals will be locked when the new arrangements are completed.

It is most desirable that all the points and signals should be arranged on the locking principle, and thus prevent such mistakes as will occur, with the best men, when they are not locked.

I have, &c.
F. H. RICH,
Lieut.-Col. R.E.

The Secretary, Board of Trade, Railway Department.

METROPOLITAN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 16th September* 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you to be laid before the directors of the [Metropolitan Railway Company] [Great Northern Railway Company] the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 27th June last to a passenger train at the junction of the Metropolitan and Great Northern railways at King's Cross.

I am, &c.
THOMAS GRAY.

The Secretary of the Metropolitan Railway Company.
The Secretary of the Great Northern Railway Company.

Anglesey, near Gosport,
12th September 1867.

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 16th July, the result of my inquiry into the circumstances which attended an accident that occurred on the 27th June to a passenger train at the King's Cross station of the Metropolitan Railway. I am informed that no person was hurt.

The Metropolitan and Great Northern Railways were connected together by up and down lines of railway at King's Cross station, and the down line left the down line of the Metropolitan Railway at the western end of the King's Cross station, just at the commencement of the tunnel. The Metropolitan railway is constructed on the mixed gauge, and at this part it is on a sharp curve of about 10 chains radius, curving to the left, while the down junction line had to curve off to the right towards the Great Northern station. The junction of this line with the down line of the Metropolitan Railway was effected by a fixed point next the left rail, which is common to the broad and narrow gauge, and a movable switch next the right rail or narrow-gauge rail. This movable switch was, I am told, interlocked with the departure signals for the Metropolitan and Great Northern Railways, which are worked from a box on the platform, some distance to the east of the actual junction.

This junction had always been felt to be a very objectionable and dangerous one, and it had been determined at the commencement of the month of June to do away with it altogether, and to cease running any Great Northern passenger trains to and from Ludgate Hill station, until the new lines now in course of construction between King's Cross, Farringdon Street, and Ludgate Hill stations had been completed, and to work the goods traffic, in both directions, over the up connecting line between the two stations at King's Cross; but the alteration was not to be made before the 1st July.

On the 27th June the 2h. 5m. p.m. down Metropolitan train, consisting of an engine and five carriages, of which the last had a break fitted to it, left the King's Cross station on its way to Paddington, and it appears that the engine and three carriages passed the junction all right, but the two last carriages got off the rails, and the train ran some 25 or 30 yards before it was stopped, and these carriages then fouled the up line of the Metropolitan Railway.

On examination afterwards it was found that the wheels of the fourth or fifth carriage had struck the point of the moveable switch and mounted the rail; and it is admitted, that the point of the moveable switch stood open three-eighths of an inch from the stock rail. This was the probable cause of the accident.

The junction was altogether taken out on the night of the 30th June, so that I had no opportunity of making any personal examination of the junction, or of the working of the moveable switch.

I have, &c.

The Secretary of the Railway Department, Board of Trade, Whitehall.

W. YOLLAND,
Colonel.

MIDLAND RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 12th October 1867.

SIR,

I AM directed by the Lords of Committee of Privy Council for Trade to transmit to you to be laid before the Directors of the Midland Railway Company the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by My Lords to inquire into the circumstances connected with the accident which occurred on the 23rd August last to an express train near Eckington on the Midland Railway.

I have, &c.

The Secretary of the Midland Railway Company.

R. G. W. HERBERT.

Board of Trade
(Railway Department),
Whitehall, 7th October 1867.

SIR,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry (in obedience to your minute of the 3rd ultimo), into the circumstances connected with an accident which occurred on the 23rd August to an up express train from Leeds to Derby on the Midland Railway, from its having been partly thrown off the rails near Eckington by coming into collision with a bullock which had strayed on the line. This accident resulted in eight persons being injured, none very severely.

The train in question consisted of eleven composite carriages and three break vans drawn by an engine and tender. The front van had no guard with it, but there was one in the centre and another in the rear van. The train was 42 minutes late leaving Normanton, and shortly before 7 p.m., when about 1½ miles north of Eckington, the driver (who had been 12 years in the Company's service) caught sight of a bullock walking away from the train along the centre of the up line of rails. He states that he immediately used all the means at his disposal for reducing the speed of the train, which he estimates at from 40 to 45 miles an hour when he first sighted the bullock, and thinks that he had reduced it to about 30 miles an hour when the coupling hook of the engine struck the beast right in the tail. The engine then passed over it without touching it again; the break rods of the tender caught and were bent; the first break van passed clear, but the next carriage and eight following ones left the rails and broke up both lines for three or four rails length, 40 chairs being broken and six sleepers split and displaced. The couplings of the front van and first passenger carriage were broken, as were several more of the carriage couplings.

The fencing at the part of the line where the accident occurred consists of a quick hedge, generally in good order, but with occasional weak places through which cattle might force themselves. At the spot through which the bullock effected an entrance there had been an old gap in the quick, protected on the outside by a length of post and rail. After the accident one of the posts was found broken off at the bottom, in consequence of which the rails could be pushed aside and the gap reached, and it is supposed that the bullock tempted by some good herbage on the railway bank (the grass in the adjoining meadow being sour from having been recently flooded), had broken the post in question, and then made its way through the gap. It is, however, I think, more probable that the post had been broken previously, and from its having been outside the quick its fracture had not been noticed.

However this may have been, there is no doubt that the cause of the accident is to be attributed to a defect in the fencing.

I remain, &c.

The Secretary of the Railway Department, Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

MIDLAND RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 21 *October* 1867.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Midland Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the double collision which occurred on the Rowsley and Buxton Extension of the Midland Railway on the 9th ultimo.

My Lords cannot doubt that the Company will see the necessity of making improved arrangements for conducting the traffic on this portion of their railway, and for ceasing to employ, in positions for which they are unfit, those servants whose incompetence and serious misconduct this inquiry has exposed.

I have, &c.
R. G. W. HERBERT.

The Secretary of the Midland Railway Company.

Board of Trade
(Railway Department),
Whitehall, 12 *October* 1867.

SIR,

IN compliance with the instructions contained in your Minute of the 13th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the two collisions that occurred on the 9th September 1867 on the Rowsley and Buxton Extension of the Midland Railway.

Three men and a little girl were killed. A fourth man died soon after from the injuries he had received, and several others were more or less hurt.

A ballast train, which consisted of an engine and tender, nine waggons loaded with ballast, and a guard's break van at the tail of the train, left Chapel-en-le-Frith station to proceed eastwards, about 5.20 or 5.25 p.m., on the 9th ultimo. The ballast was to be laid in the Dove's Hole tunnel, which is situated between Chapel-en-le-Frith and Peak Forest stations. There were about 36 contractor's ballast men with the train besides the driver and guard, who were servants of the Midland Railway Company.

Most of the ballast men were riding in the guard's break; and a little girl, who wished to return to Peak Forest station and had missed the passenger train, was also riding in the van.

It appears that the guard of the train got *on to the engine* on leaving Chapel-en-le-Frith station instead of getting into his van. One of the ballast men, who was supplied by the contractor to act as a flagman under the guard's orders, also rode on the engine, and so did the ganger and the driver. The fireman left the engine while the ballast train was detained at Chapel-en-le-Frith and went into the village, where he got drink. He did not return till he was sent for after the accident, and came back intoxicated. Before the ballast train left Chapel-en-le-Frith the ganger who was in charge of the ballast men and the guard of the train received distinct orders to proceed through the Dove's Hole tunnel on the up-line, and to return into the tunnel and to unload on the down line.

These orders were given, as a cattle train was expected to follow immediately.

Instead of obeying these instructions the guard of the train, while travelling on the engine, arranged with the driver to stop and unload on the *up* line.

The Rowsley and Buxton Extension of the Midland Railway falls on a gradient of 1 in 90 from Peak Forest station to New Mills, where it joins the Manchester, Sheffield, and Lincolnshire Railway; and the latter line falls from thence to within a mile of Romiley station on gradients of 1 in 100 to 1 in 140.

Romiley station is about $5\frac{1}{4}$ miles to the West of New Mills, and New Mills is about 8 miles to the west of the place in the Dove's Hole tunnel, where the ballast train stopped to unload.

This section of the Midland Railway is worked on the block telegraph system; and the Manchester, Sheffield, and Lincolnshire Railway, from New Mills westwards, is also worked on the block telegraph system.

Dove's Hole tunnel is about $1\frac{3}{4}$ miles long, and is situated about 1 mile east of Chapel-en-le-Frith. When the ballast train got about $2\frac{1}{4}$ miles east of Chapel-en-le-Frith, and was about two-thirds of the way through the tunnel, the driver brought his train to a stand, and the men commenced to unload on the up line.

The regulations of the Midland Railway Company provide that when a train is stopped on the main line, the guard shall go, or send a competent person, 800 yards back, to protect the train, and that he shall place detonating signals on the rails at 400 and at 800 yards from the train.

The flagman provided by the contractor was supposed in the present case, to be a competent person; but it appears that he did not receive any instructions from the guard to go back, and he did not do so, but remained on the engine. The guard also remained with the ballast train. According to the evidence of the man in charge, this train had been standing for about five minutes, when a train (composed of two engines coupled together and drawing 27 waggons loaded with cattle, a third-class carriage, and a guard's van at the tail of the train, which was started from Chapel-en-le-Frith about 5.33 p.m.) ran into it at a speed of about 15 miles per hour.

The ballast engine was unhooked and three of the ballast trucks were thrown off the rails by the collision; two of them, and also the guard's van, were broken to pieces. Three or four of the ballast men were slightly hurt, and the little girl, who had remained in the guard's van, was killed.

The two engines of the cattle train were damaged and thrown off the rails. The coupling between the second engine and the cattle waggons was broken, and the whole train, except the engines, commenced to run back down the incline of 1 in 90.

The guard, who was in the rear van of the cattle train, finding that he had no power to stop the train, jumped off, as the train got out of the tunnel, and four of the cattle drovers followed his example. These men escaped with but little injury. The drivers and firemen of the cattle train were not hurt. The cattle train ran past Chapel-en-le-Frith station at a speed of about 30 miles per hour, and probably attained a speed of 50 to 60 miles per hour on its way towards New Mills station. The up passenger train, which consisted of an engine and tender, a van, three carriages, and another van at the tail of the train, which is due to leave Manchester at 5.25 p.m., was standing at the telegraph station about $\frac{1}{4}$ of a mile to the east of New Mills station. It had fortunately been stopped there by the telegraph signalman.

The driver perceived the cattle train coming towards him. He had just time to reverse his engine, put on steam, and jump off, before the cattle train came into collision with his engine.

13 or 14 cattle trucks were broken up by the collision, and all except three were thrown off the rails. Three of the drovers were taken up dead, and a fourth man died from the injuries he had received.

13 cattle and 120 sheep are reported to have been destroyed.

The engine of the passenger train, which had moved about 10 yards back before the collision occurred, was damaged; but neither the engine nor any of the vehicles left the rails, and the whole train moved back down the incline towards Marple, at a speed which increased as the train moved back.

The signalman at Marple having received notice by telegraph that a train was coming towards his post in the wrong direction, on the *up* line, turned it on the *down* line as it passed his station, and the engine having exhausted itself, the train came to a stand, about 5 miles west of New Mills, where the gradient rises towards Romiley station.

The passengers in this train are reported to have been only slightly shaken. The fireman jumped off his engine with the driver. The guard was not in his van when the collision occurred, as he had got out to see what was the matter when the train was stopped near New Mills station.

The causes that led to this accident, the consequences of which might have been much more sad, are various.

The telegraph instruments used by the Midland Railway Company to work the Rowsley and Buxton Extension are the double needle speaking instruments. Each telegraph signalman has a pin, by which he can pin over the needle, to show that there is a train on the line, when he receives notice to that effect from the telegraph stations at either side of him; but in case of unexpected delays he has no means of communicating with the adjacent stations, except with the same instruments that he has to use for working the block system.

On the 9th September the Chapel-en-le-Frith signalman telegraphed the departure of the ballast train to the Peak Forest signalman, who pinned over the needle of the instrument. The latter signalman shortly afterwards left his box to carry a note from the station master to the adjacent lime works, and after executing his commission, he returned to tea with the station master.

He returned to his signal box about 15 minutes after he left it, and he states, that he found the up line needle (that was pinned over) was shaking, which he understood to mean "that the Chapel-en-le-Frith signalman wanted him to release the needle." He therefore took out the pin for a minute, and then replaced it.

The signalman at Chapel-en-le-Frith states that he was calling the Peak Forest signalman with the down line needle, and that when he found the up line needle free he understood that the up line was clear. He then appears to have started the cattle train without getting "line clear" from Peak Forest, and acknowledging it, which he should have done, according to the Company's regulations.

There was no excuse for the Peak Forest signalman having released the up line needle, and his having done so, showed his total ignorance of the first principle of the duty that he was put to perform. This man had not been a month in the Company's employment, and had been a gentleman's servant previous to his being taken into the Midland Railway Company's service.

He had been placed at Matlock Bridge and at Monsaldale stations to learn the telegraph signalling, but the only time that he was examined by the Company's inspector previous to his being placed in charge at Peak Forest he had made two mistakes, and had therefore shown himself quite unfit for the responsible situation in which he was placed at Peak Forest.

I must add, that the whole system of telegraphing on this section of the Midland Railway appears to be bad. The instrument should be simple block instruments, and each signalman should be provided with a speaking instrument, in addition to the block instruments, to prevent his using the block instruments to communicate his wishes to the signalman at the adjacent posts. A registry of the hours at which trains pass, should be kept at each station, instead of only here and there, as at present.

The accident could not have happened if Tooth, the guard of the ballast train, had done his duty.

This man appears first to have disobeyed his instructions by travelling on the engine instead of in his van.

I understand that he stated at the coroner's inquest that he travelled in his van, whereas it is satisfactorily proved by the ganger and one of the ballast men that he left Chapel-en-le-Frith on the engine.

Secondly, he arranged with the driver to stop on the *up* road, although he had been ordered to go through the tunnel on the up road and to return and stop on the *down* road to unload the ballast.

Thirdly, he neglected, in direct disobedience to the Company's regulations, paragraph 21, to take any precautions to protect his train when it came to a stand.

Regulations 7, 8, 19, 21, 22, 37, 41, 47, 50, 51, and 59 appear to have been disregarded by the various servants of the Company connected with this accident.

The evidence of the driver, fireman, and guard of the ballast train appears to have been altogether false, and many of the other servants of the Company appear to have been anxious to keep back all information which would lead to the discovery of the guilty parties. I should have been quite unable to arrive at the truth had it not been for the assistance of Mr. Hudson, the Superintendent of Police at Chapel-en-le-Frith.

A great deal of irregularity appears to have been going on at Chapel-en-le-Frith. The fireman of the ballast train engine was absent from his post, and was drinking at the time of the accident; and the Company, who could command much more evidence than I could, had not become aware of the fact, till the close of my inquiry. The flagman appears also to have been the worse for drink. He was not produced as a witness.

In conclusion, I consider it most unadvisable that any railway company should require contractors to maintain their line when it is opened for passenger traffic, or to entrust the safety of the public to a chance labourer supplied by them. There was a great deficiency of break power with the cattle train. I would suggest the desirability of the Midland Railway Company adopting a more improved system of telegraph signalling, and that they should employ competent men to work it.

The system of instructing the men in the working of the telegraph instruments at the permanent stations of the Company, is also prejudicial to the safety of the passengers. The men should be taught the use of the instruments and the system of working in places set apart for that purpose, and when they have shown themselves thoroughly acquainted with the working of the instruments, they might be sent to one of the permanent stations, to work the instruments at fixed periods under the direct supervision of an experienced signalman.

I have, &c.

F. H. Rich,
Lieut.-Col .R.E.

The Secretary,
Board of Trade,
Railway Department.

NORTH EASTERN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 22 August* 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you to be laid before the Directors of the North Eastern Railway Company [the Great Northern Railway Company] the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 16th ultimo at Bolton Percy station on the North Eastern Railway between a goods train belonging to the North Eastern Railway Company and a passenger train belonging to the Great Northern Railway Company.

I have, &c.
R. G. W. HERBERT.

The Secretary of the North Eastern Railway Company.
The Secretary of the Great Northern Railway Company.

Board of Trade
(Railway Department),
SIR, *Whitehall, 15th August* 1867.

I HAVE the honour to report for the information of the Lords of the Committee of the Privy Council for Trade the result of my inquiry, in obedience to your minute of the 18th ultimo, into the circumstances of the collision at Bolton Percy station on the 16th July, between a down express train of the Great Northern Railway Company and a down goods train of the North Eastern Railway Company. Happily this collision was not attended by any loss of life, but eight passengers and the rear guard of the express train were injured, in no case very seriously.

Bolton Percy is a roadside station on the main line of the North Eastern Railway, 1¼ miles north of the Ulleskelf station; between these two stations the river Wharf is crossed by a bridge about 1,500 yards from Bolton Percy station to which the gradient is a rising one of 1 in 1,320; the line curves from the bridge towards Bolton Percy, preventing the down station signal being seen until within 967 yards of it. The down distant signal is 784 yards from the station signal and is visible from a point on the Wharf bridge about 730 yards from it. The distant signal post is however low, and the view of the lamp much intercepted by the telegraph posts. The cross-over road at Bolton Percy is some distance south of the station signal post; the fouling point of two trains, one on the down line and the other on the cross-over road, being about 160 yards distant from it, and consequently about 1,350 yards from the point at which the distant signal can first be seen.

At 3.16 on the morning of the 16th July the signalman on duty at Bolton Percy stopped a Hull goods down train consisting of 35 loaded waggons, three empty ones and a van, and decided to shunt it on to the up line to get it out of the way of the down Normanton mail which was due at Bolton Percy at from 3.21 to 3.25. He knew that the Great Northern express had not passed, but thought the Normanton mail would come first. When the engine of the goods train had passed the down distant signal post he turned the signal on to danger, and put all his other signals to danger as soon as the train had stopped at the station ready to back on to the up line. At this moment he heard what he thought to be the Normanton down mail coming, and went to the points on the down line to assist in shunting the goods trains, conceiving that the operation would be protected by the signals being at danger. When, however, seven waggons and the van had been moved on the up line the Great Northern express ran into the eighth waggon at a speed variously estimated at from 25 to 5 miles an hour, but which was probably about 12 miles an hour. On seeing that a collision was inevitable the driver of the goods train shut off his steam and had nearly brought the train to a stand when it occurred.

The Great Northern express had left King's Cross at 9.17 p.m. on the 15th, two minutes late. It consisted of an engine and tender, break van, parcel van, two horse boxes, two third-class carriages, two first, one third, one first, one third, one first, five other carriages and a break van coupled in the order stated. Something had gone wrong with the proper train engine and the King's Cross pilot engine took the train to Peterboro'. The rails were slippery and the train was late in reaching Peterboro'.

Another pilot engine took on the train to Grantham. From Grantham the train started 47 minutes late with its proper engine, the driver of which had been 15 years in the Company's service. Time being still lost between this station and Retford the pilot engine at the latter place was ordered to assist the train to York, and was put *in front of* the train engine, contrary to rule 65 of the Great Northern Company's regulations. The train was an hour late at Milford junction, whence it started at 3.6 and proceeded at a rate of what was stated to be 40 miles an hour until the Bolton Percy down distant signal appeared to have been seen at danger simultaneously by both drivers, just as they had crossed the Wharf Bridge, i.e., about 730 yards from it. They state that they immediately whistled for the guards breaks, put on their own tender breaks, and reversed their engines as speedily as possible, but that notwithstanding, such was the greasy condition of the rails, they ran into the goods train at Bolton Percy at a speed estimated by them at five or six miles an hour, by the driver of the goods train at 25, and by the signalman at Bolton Percy at from 10 to 12, which latter is probably the more correct rate. The collision took place at 3.21. Five waggons in the goods train were destroyed. The leading engine of the express train was thrown upon its side on the left of the down road, the driver and fireman jumping off just as the collision occurred and escaping without injury. The leading wheels of the second engine were thrown off the rails, and one spring hanger and trailing-axle-box were broken. The driver remained on the engine and the fireman jumped off, both escaping unhurt. The front break van and parcels van next to it were damaged on the side that came into collision with the waggons, but no other carriage was injured or thrown off the rails; and, as before stated, eight passengers and the rear guard of the train were more or less hurt, but none very severely; these comparatively slight effects being doubtless due to the fact that the main force of the collision was absorbed by the two engines at the front of the train.

Several causes conspired to cause this accident, the most important one appearing to be that the train was not supplied with sufficient break power.

Rule 68 of the Great Northern Company's rules and regulations for the locomotive department states, that when an engineman sees a distant signal at danger he must immediately bring his train under perfect control, so as to be able to stop, if necessary, *outside* that signal. In the present instance, on a rising gradient of 1 in 1,320, and with the exceptional break power derived from the train having two engines, the train had still considerable speed after having passed the distant signal more than 600 yards and after the station signal and tail lights of the goods train had been seen for distances of about 960 yards and 650 yards respectively. Without the presence of the second engine on this occasion the consequences would no doubt have been most serious, and it seems a

most dangerous practice to despatch heavy express trains (especially by night, when the line is sure to be more or less blocked by goods trains) without very much more break power than was available in the present instance, and which from the evidence of the different officers appears to have been employed as far as possible.

A second cause of the accident arose from the goods train, after having been detained by the signalman at Sherburn junction, six miles south of Bolton Percy, for 25 minutes, in consequence of the Great Northern express not having passed, being despatched by him without his having any knowledge of where the express was. This ignorance was caused by an objectionable practice adopted by the North Eastern Company of not keeping open their telegraph huts at night, so that the signalmen are placed in the awkward position of unduly detaining goods trains; or, as in the present instance, of despatching them close in front of an express train. By rule 53 of the North Eastern Company's regulations, goods trains, unless under special circumstances, shall not be started within 15 minutes of a passenger train being due.

As a third cause may be assigned the bad position of the Bolton Percy down distant signal, the lamp of which is very much hidden by the telegraph posts. It might be advantageously removed to a more conspicuous position, and heightened some 10 feet.

No blame, I think, attaches to the signalman at Bolton Percy for deciding to shunt the goods train, as by rule 116 a goods train, when likely to be overtaken by a passenger train shall, at arriving at a station or siding within 15 minutes of the passenger train being due, shunt out of the way; and in this case the Normanton mail was due five minutes after the goods train reached his station.

The Secretary of the Board of Trade (Railway Department). — C. S. Hutchinson, *Lieut.-Col. R.E.*

NORTH-EASTERN RAILWAY.

Board of Trade,
(Railway Department),
Sir, *26th September* 1867.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the North Eastern Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at the Flaxton Station on the North Eastern Railway on the 17th ultimo.

I am, &c.
R. G. W. Herbert.

The Secretary to the North Eastern Railway Company.

Board of Trade
(Railway Department),
Sir, *Whitehall, 20th September* 1867.

I have the honour to report, in obedience to your minute of the 23rd ult., for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending a collision between a mail train and an empty coal train, which occurred at the Flaxton station of the York and Scarboro' section of the North Eastern Railway on the 17th ult., in broad daylight, at about 3.40 p.m., when two passengers were shaken and cut in the face and another shaken.

It appears that on the afternoon in question an up train of empty coal waggons had been shunted from the up to the down line (there not being room for them in the station siding) out of the way of an up express from Scarboro' to York; the operation being properly protected both by the up and down home and distant signals. As soon as the coal train had been moved on to the down line, the *up* signals were lowered to allow of the up express and another up train passing through the station, the *down* signals being still kept at danger. These trains having passed, the up signals were again put to danger, and the coal train was in the act of being returned to its proper or up line out of the way of the down express then due, when the engine of the latter train ran into that of the coal train. The station master on seeing a collision imminent waved back the driver of the coal train engine, which probably rendered the accident less serious than it would otherwise have been. As it was, the engine of the express train was thrown over on its left side, its frames were broken, axles bent, &c.; the couplings were broken and the leading wheels of the tender thrown off the line; none of the carriages were damaged. The engine of the coal train sustained hardly any injury, and was not thrown off the line. The drivers, firemen, and guards of both trains escaped without any serious injury.

The driver of the express train had been 26 years in the company's service and had been in the habit of driving this train. He acknowledges that the signals were against him on approaching Flaxton, but states that he was attending to the fireman putting on coals when the distant signal could first be seen (about 1,600 yards from the point of collision), and caught sight of it only when 300 yards from it (about 900 yards from the point of collision); that he then shut off his steam, whistled for the guard's breaks, and had his tender breaks put on hard; that, still finding his speed not sufficiently reduced, he reversed his engine when about 200 or 300 yards from the station, and even so ran into the coal train at a speed of 8 to 10 miles an hour. He attributed his want of success in stopping the train to the fact of its not being supplied with sufficient break power. It consisted of 16 vehicles, with one guard in the tenth one from the front, the rule of the company being, that in a train consisting of more than 15 vehicles there should be two guards. He also stated (and this is doubtless the true explanation of the accident) that *he had never before seen a train being shunted in this way before the express.* It is evident that, acting under this expectation, he was not exercising proper vigilance on the present occasion, or he would have been able, even in 900 yards (and much more in 1,600 yards) up a rising gradient of 1 in 295 to have stopped his train in time to have avoided the collision, notwithstanding the small amount of break power.

At the same time I think, while attributing the main cause of the accident to want of vigilance on the part of the driver, that some portion of blame rests upon the person who is responsible for the trains being despatched with the amount of break power prescribed by the rule of the Company. Had this rule been attended to in the present instance the collision might possibly have been avoided.

I am, &c.
C. S. Hutchinson,
Lieut.-Col. R.E.

The Secretary of the Board of Trade, Railway Department.

NORTH EASTERN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 26th September* 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the North Eastern Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred at the Thirsk station on the North Eastern Railway, on the 24h ultimo.

I am, &c.
R. G. W. HERBERT.

The Secretary of the North Eastern Railway Company.

Board of Trade
(Railway Department),
SIR, *20th September* 1867.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in compliance with your minute of the 27th ultimo, into the circumstances attending the collision between a mail train and a goods train, which occurred at the Thirsk station of the North Eastern Railway at about 1 a.m. on the 24th ultimo, and which was happily unattended by more serious results than by four passengers being shaken.

It appears that on the morning in question an up goods train from Darlington to Leeds, consisting of 50 full and empty waggons due to stop at Thirsk at 1 a.m., arrived there at 1.2. The night-foreman in charge of the yard told the driver as he passed him to lose no time in backing his train into a siding out of the way of the up mail from Newcastle to York, which does not stop at Thirsk, but usually passes the station from 1.6 to 1.10. To protect the goods train while shunting the night foreman appears to have put up a distant signal worked by a handle close to the shunting points, and distant from them about 600 yards northwards, as soon as about 20 or 30 waggons had passed the signal handle. Immediately after this, the station up distant signal (about 300 yards north of the shunting points) and home distant signal were put to danger by the signalman in the junction cabin south of the platform as soon as he *caught sight* of the engine of the goods train, there being no means of communication provided between the man who works the distant signal at the points and the junction cabin. The night at this time seems to have been foggy; though, from the evidence, the density of the fog must have varied considerably between the far distant signal and the station.

No time appears to have been lost in backing the goods train, and about 10 or 12 waggons had passed through the points, when at about 1.8 the engine of the mail ran into them at a speed of from 20 to 30 miles an hour. The leading wheels of the engine were thrown off the rails, and its smoke box and two axle boxes broken, but no further damage was done to the mail train which consisted in all of 14 vehicles. The driver and fireman were neither thrown off nor injured. Eleven goods waggons were thrown off the line and more or less damaged.

The driver of the mail train declared that both distant signals showed white lights as he passed them, the fireman that the far distant signal showed a white light, but that he did not see the near one. Both driver and fireman say that the first indication they had of the proximity of the goods train was seeing a hand lamp waved when 60 or 70 yards from it, and that they then did all they could to pull up. I quite believe the latter statement, but the evidence in favour of the signals being at danger and in good working order is very conclusive. The distant signals were probably not seen at all from the engine in consequence of the fog.

The primary cause of this accident is no doubt to be attributed to the dangerous practice of running a goods train intended to stop at a given station close in front of a mail train not intended to stop there. In rule 54 of the North Eastern Company's regulations it is stated that "the main line at stations shall be kept clear, if possible, ten minutes before a train is due." The goods train in question is timed to stop at Thirsk at 1 a.m. and the mail, though not timed in the bill, usually passes the station at from 1.5 to 1.10, so that, allowing the goods train to be punctual, a minimum margin of five minutes (in which the shunting has to be performed), is only allowed. On the present occasion it was actually about six minutes, and it is only wonderful that, considering the speed of the train at the moment of collision, the results were not much more serious than they were. It is to be hoped that the Company will see fit to make such an alteration in their time tables as will at any rate bring their theory and practice into harmony as regards rule 54.

Rule 35 provides, that "in case of the stoppage of "either line of rail from any cause, or there being "any danger apprehended in the passage of any "engine or train, whether in foggy weather or otherwise, any signalman, platelayer, or gatekeeper shall "place one of these fog signals on the line or lines of "rails so obstructed every 200 yards from the point "of danger until the line or lines of rails are so "protected for 1,000 yards," and rule 36, that "in "foggy weather these (fog) signals shall be similarly "used when an engine or train is following, or likely "to follow, too closely upon another engine or train, "or in cases of emergency or great danger."

These rules certainly applied to the case under consideration, and I consider that blame attaches to the night foreman in having taken no steps to carry out their provisions, when from the foggy state of the night he ought to have known that there would be a great chance of the signal lights not being seen.

It is very desirable that a gong communication should be established between the signalman at the shunting points and the man in the junction-cabin, so that he may be at once informed when shunting is about to take place.

I am, &c.
C. S. HUTCHINSON.
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

PRESTON AND LONGRIDGE JOINT RAILWAY.

Board of Trade,
(Railway Department),
SIR, *Whitehall, 12th September* 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Joint Committee for managing the Preston and Longridge Railway, the enclosed copy of the report made by Colonel Yolland, the officer appointed by My Lords to inquire into the circumstances connected with the collision which occurred on the 10th ultimo at the Fulwood station on the Preston and Longridge Railway.

My Lords will be glad to receive, as early as possible, any observations which the Committee may have to make on the subject.

I am, &c.
R. G. W. HERBERT.

The Secretary to the Joint Committee Preston and Longridge Railway, Preston.

Anglesey, near Gosport,
SIR, *10th September* 1867.

I HAVE the honour to state, for the information of the Lords of the Commtitee of Privy Council for Trade, in obedience to your minute of the 14th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 10th ultimo, between two passenger trains at the Fulwood station of the Preston and Longridge Railway, on which occasion about 75 passengers were injured; but it is believed that none were very seriously hurt. The driver of the leading train, which was standing at the Fulwood station, and was run into, while the tickets were being collected, was knocked off his engine and hurt in the shoulder. The guard also was slightly hurt.

The Preston and Longridge Railway is a single line of about seven miles in length, which was opened for traffic before the Railway Department of the Board of Trade was formed, so that it was never inspected, and there are no details nor plans of the line or works on it to refer to. I am informed by the superintendent, Mr. Walmsley, that the line was first opened for traffic in 1839 or 1840, and worked by horses; but locomotives were introduced in 1850. There are two intermediate stations on the line at Fulwood and Grimsargh, respectively at 2½ and 4½ miles from Preston, which are provided with low disc signals at the platforms and used as station signals, and put on at "danger" when any passengers are waiting at those stations to proceed either by the up or down trains. There are no distant signals at those stations.

In 1846, the Fleetwood, Preston, and West Riding Junction Railway Company was incorporated and empowered to acquire the Preston and Longridge Railway, which they have since done, and to make certain railways, one of which was to connect the Preston and Longridge with the Preston and Wyre Railway. This is the only portion of their line which has been constructed; and it was inspected in 1856, and a portion of it, from the junction with the Preston and Longridge Railway to Maudland Bridge station, was authorized to be opened; but the opening of the other portion between the Maudland Bridge station and the Preston and Wyre Railway was postponed, in consequence of the absence of *distant signals* on the Lancaster and Preston Railway which it crosses on the level; and it has never been sanctioned by the Board of Trade, as the Directors withdrew their notice of intention to open, as "they did not intend "to make use of that portion of the line for passenger "traffic at present (November 1856)."

The line passed into the joint ownership of the London and North-western and Lancashire and Yorkshire Railway Companies, under the authority of an Act of Parliament about 12 months since, and some expenditure has since been incurred in improving the condition of the permanent way; but no material alteration has been made in the mode of working the traffic which has been followed for many years past.

The usual traffic is limited to about four trains in each direction daily, except on Saturdays, when there are five; but of late years special or excursion trains have been run between Preston (Deepdale goods station) and Longridge, about ten times in the course of each season, and these excursion trains have been interpolated to run between the ordinary trains.

From the nature of the inclines between Preston and Longridge, the return excursion trains from Longridge to Preston have usually been attached to the ordinary trains, one engine being sufficient to take both trains; and on those occasions the engine taking the excursion train to Longridge has returned empty to Preston

Excursion trains were advertised to run from Preston to Longridge on Saturday the 10th ultimo for the Longridge Guild, at 3, 4, and 5.45 p.m.; and Mr. Walmsley, formerly the secretary, but now the superintendent of the line, looked after the working of the traffic, and about 2,200 passengers altogether were taken to Longridge. The last ordinary train from Preston on Saturday the 10th ultimo at 7.30 p.m. was also followed by an excursion train; and both trains having reached Longridge shortly after 8 o'clock, Mr. Walmsley directed that the excursion train should not be attached to the ordinary train due to leave Longridge at 8.30 p.m., in accordance with the usual practice to which I have referred, but should precede it; and this excursion train, consisting of an engine and tender, running tender foremost, 13 carriages and a break van left Longridge at 8.25 p.m. according to the superintendent of the line and the guard of the train, and at 8.30 according to the driver, with instructions to stop at the intermediate stations at Grimsargh and Fulwood, to collect tickets.

Prior to this train leaving Longridge, the engine driver informed the superintendent that he had no tail lights to his train, and was answered that as the ordinary train would not return to Longridge he would not want them. The guard states that he also asked for tail lights but did not get them.

The excursion train stopped about five minntes at Grimsargh station, and next pulled up at Fulwood station, where there is a low platform on the western side of the line, about 75 yards in length, and a station house occupied by a platelayer, who works on the line during the day, while his daughter has charge of the station in his absence, issues tickets, and turns on the disc signal to danger for a train to stop when passengers want to be taken on, but she cannot be said to be in the employment of the Company as she is not paid. The taxes of the house are paid, and the platelayer is allowed a piece of garden ground, and is paid 2*s.* 6*d.* per week in addition to his wages as a platelayer for taking care of the station. On Saturdays he is permitted to leave his regular work at 4 p.m.

When the excursion train stopped at Fulwood station, a little before 9 p.m., the breaks were put on, on the tender and break van, which stood next to the engine in front of the train, as the station is, I am informed, constructed on an incline of 1 in 75, and the train is said to have been there five or six minutes, during which time the tickets were being collected, when the ordinary train from Longridge, consisting of an engine and tender, running tender first, 17 carriages, and one break van arrived, and ran into the the rear carriage of the excursion train, which stood about 10 yards north of the north end of the station platform, at a speed estimated at from 5 to 7 miles an hour, and threw it off the line.

The disc signal at Fulwood Station can be seen for nearly three quarters of a mile from a train approaching from Longridge. On this occasion it showed and was observed as a white light, so that it was, in the absence of any tail lights in the excursion train, a positive indication that the ordinary train need not stop at Fulwood station for any purpose, although it was intended to do so; and the driver did not observe that there was a train standing at Fulwood station until he was about 125 yards from it—too late to stop short of it. The effect of the collision was to destroy the carriage which stood next to the break van at the front of the excursion train, and greatly to damage the carriage at the rear of the same train, and to knock a hole in the tender of the ordinary train that struck the last carriage.

I have not been enabled to learn precisely at what time the collision took place, as the station is not provided with any clock, nor the guards with any watches. The platelayer in charge of the station had a hand lamp with him while the tickets were being collected, and one of the guards of the excursion train, of which there were two, states that he took it out of the platelayer's hand for the purpose of showing a red light to the ordinary train just before the collision took place, but the lamp was not furnished with a red glass; and although he says he waved this lamp up and down, the driver of the ordinary train does not appear to have noticed it.

This collision has resulted from the absence of proper arrangements for conducting passenger traffic, and I consider it to be entirely due to the mismanagement of the superintendent and not to that of the drivers or guards of the trains, or the platelayer in charge of the station. I have never met with a similar case. The line would not now be passed as a passenger line, with a station or stations on steep inclines, on which carriages will not stand, and where there are not any precautions adopted for preventing carriages from running away, and which is not provided with proper signals or even a station master.

The line now belongs to two powerful railway companies, and it is not creditable to their management that such defective arrangements should have been permitted to continue undisturbed for a year after it had come into their possession. Their passenger traffic is exceedingly large, and the best means of working it is now thoroughly understood; but this collision only adds another instance to the many on record, that the public safety is often not properly cared for until the necessity for alterations in the mode of working traffic has been proved by the occurrence of some serious accident.

I have, &c.

The Secretary of the Board of Trade, Railway Department. — W. Yolland, *Colonel.*

SALISBURY AND YEOVIL RAILWAY.

Board of Trade (Railway Department), Whitehall, 7th October 1867.

Sir,

I am directed to transmit to you, to be laid before the Directors of the London and South-western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 12th ultimo at the Wilton station on the Salisbury and Yeovil section of the London and South Western Railway.

I am to express the hope of their Lordships that Colonel Yolland's recommendation that certain improvements which he specifies should be made at the Wilton station will receive the careful consideration of the Directors, and if exceptional circumstances should at any time render it necessary to suspend or modify the regulations under which the Company's traffic is conducted, that the responsibility of doing so will not be entrusted to officers in whose intelligence and trustworthiness the Company cannot place entire confidence.

My Lords trust that those servants of the Company, who on this occasion caused an accident that might have been most serious, will not be continued in the performance of duties for the discharge of which they appear to be altogether unfit.

I am, &c.

The Secretary of the London and South Western Railway Company. — R. G. W. Herbert.

Anglesey, near Gosport. 2nd October 1867.

Sir,

I have the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 16th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 12th ultimo at Wilton station on the Salisbury and Yeovil Railway, which is leased to the London and South Western Railway Company. Only one passenger has complained of being hurt, although several were said at the time to have been shaken.

The collision took place on the day on which Wilton Fair was held, on which occasion special trains were run, at frequent intervals, between Salisbury and Wilton; and as it was a very busy day there, two travelling inspectors, belonging to the traffic department, were sent down to assist in working the traffic.

The goods yard is situated on the north side of the railway, and it is entered from the up line some distance east of the station platforms. There are also two sidings lying south of the down line, one of which is next to a landing place with pens, from which sheep are loaded into trucks to be conveyed to different parts along the line; and the other, called a loop siding, is situated between the down line and the siding alongside of the landing place. The loop siding was used on this day to place the trucks in after the sheep had been loaded into them. These sidings are connected with the down line both on the eastern and western sides of the station platforms, and at the eastern side, where they are entered from the down line by a pair of facing points, there is a cross over road which connects the up and down lines, the pair of points on the down line being about 12 yards east of the facing points leading into the down sidings.

Shortly before the 1·25 p.m. up express train from Exeter to London became due to pass Wilton station at 4·10 p.m., the two inspectors had completed the loading with sheep of all the trucks which they then had at the station, and they were waiting for more trucks to arrive from Salisbury, and for break vans to enable the loaded trucks to be sent off from Wilton station to Salisbury. The men engaged in the loading were then sent to get refreshments, and the two inspectors went into the fair field, which is in sight of the station, for the same purpose. A little after 4 o'clock a train of empty trucks arrived by the down line from Salisbury, and the driver was told by the senior of the two inspectors, who had returned to the station, to take the train to the western side of the station, and to wait until he got a signal to push back the trucks into the sidings south of the down line, through the points lying west of the station platform, and Inspector Gourlay, the senior, says that he then went to the sidings where the loaded trucks were standing,

and arranged with the other inspector, Deverill, that he should join up the two lots of loaded waggons, and *have them put on the down line;* and the first portion of the loaded waggons was drawn out of the siding next the landing place on which they and the shunting engine were standing, partly on to the down line, and this portion was then pushed back and joined on to the other portion which was standing on the loop siding before referred to, the two inspectors holding the points to let the train enter the sidings. The coupling up was done at the instance of Inspector Gourlay by the driver of the shunting engine.

Inspector Gourlay says that when this was done he told Inspector Deverill to pull the train of loaded trucks out of the siding, and that he himself went towards the train of empty waggons, which still remained on the down line west of the station platform, for the purpose of signalling them back into the sidings from which the loaded waggons were being drawn out. This is said to have occurred about half-past 4 o'clock. Inspector Gourlay also says that he only gave orders to Inspector Deverill and told him to draw the loaded waggons out, and to place them on the down road. But there is sufficient evidence to prove that the signals for moving the loaded waggons out of the sidings were given by Inspector Gourlay himself.

It is also stated that when the first portion of the loaded waggons had been drawn out of the siding, and before they had been shunted back and joined on to the after part of the train, the station master asked Inspector Gourlay if the up line was clear, and the inspector states that as the line was on a curve, after going to one side and looking in the direction of the train, he informed the station master that it was "all right," and the station master then told the signalman to take off the up distant and up station signals for the up express train to pass through Wilton station. Although it was a considerable time over due, the express train did not come in sight of the station until the up signals had been taken off, and it reached the station about 4·30 p.m. Inspector Gourlay says that he was then engaged in signalling the empty waggons back into the siding, and on looking round he saw the after part of the whole train of loaded waggons, which had been drawn out of the sidings, on the down line, and placing, as he did, implicit faith in Inspector Deverill that he had put the whole train on the down line, Inspector Gourlay showed a green flag to the driver of the up express, intimating that the up road was clear for him to proceed, and the express passed him at the rate of upwards of 10 miles an hour, and almost immediately afterwards came in contact with the after part of the train of loaded waggons which were in the act of passing from the down to the up line by the cross over road at the eastern end of the station.

Inspector Deverill held the points open for the train to cross from the down to the up line, and his reason for doing so was that there was at the time one of the special passenger trains from Salisbnry on the down line waiting to enter Wilton station, and standing just to the east of the cross over road. He admits that when he turned the sheep train across he did not see the station signal, and had forgotten the up express train altogether, although he had asked one of the men at the station, when he returned from the fair field, if it had passed, and was answered in the negative. He denies that he was told by Inspector Gourlay to put the train of loaded waggons on the down line.

The up express train, consisting of an engine and tender, eight carriages, and two vans, with two guards, was, according to the driver, about 30 minutes late at Wilton, having lost the greater portion of that time waiting at Templecombe for the arrival, by the single line, of the down train. This train, fortunately, was travelling cautiously, with the steam off, at from 12 to 15 miles an hour, through Wilton station, the up signals being all off, when the driver saw the trucks on the up line some 140 yards in front of him, and he immediately reversed the engine, turned on the steam, caused the tender break to be applied, and whistled for the guard's breaks. He does not think he was travelling so much as 10 miles an hour when the collision occurred. The effect of the shock was to destroy the sixth and seventh waggons from the rear of the train of loaded waggons and to damage two others, to break the buffer plank and smoke box of the engine and do some other damage to it, but nothing in the express train was thrown off the rails, with the exception of the leading wheels of the fourth carriage.

If the train had been travelling at the usual speed of an express train it is impossible to say what very serious results might not have happened from such a collision. No blame appears to attach to the station master or the ordinary servants of the company at Wilton station, who seem to have been set aside by the two inspectors, nor to those on the express train, as the collision appears to have entirely resulted from the faulty arrangements and carelessness displayed by the two inspectors, Gourlay and Deverill, in turning a heavy train of 31 waggons from the down to the up line more than 20 minutes after the up express train became due at, and when the signals were all off for it to pass, Wilton station.

In the special instructions issued from Waterloo station, for the guidance of the company's servants, as to the special working arrangements for Wilton Fair, the following paragraph occurs:—"Great care must "be taken to shunt these special trains" (the sheep train was a special train) "out of the way of passenger "trains fifteen minutes before any passenger train is "due to follow them;" and the substance of the same orders can be found in the book of rules and regulations issued to all the company's servants.

In this instance the special instruction was, it appears, altogether ignored by the senior inspector, Gourlay. In the morning, according to the driver of the shunting engine which was intended to take the train of loaded waggons away from Wilton, there was an up train due, and he told the foreman of the timber measurers, who was assisting in the yard, that it was due, and he went to Inspector Gourlay, and asked him if any more shunting was to be done before that train arrived, and he came back to the driver and told him, from the inspector, that they were to go on shunting until the train came in, as all the signals were on; that they would never get the shunting done if they stopped when trains were due, and the driver states that after that he never took any notice whether trains were due or not. This statement is confirmed by the foreman of the timber measurers, but Inspector Gourlay does not recollect having given such orders. It is certain that the special instruction was not obeyed or the collision would not have taken place, and quite clear that many of the company's servants disobeyed the company's rules.

Additional siding accommodation is required at Wilton station, so as to do away with the necessity for fouling the main lines while the special trains are being made up. Additional low signals are also required to control the departure of trains from these sidings and the sidings in the goods yard, and these should all be placed in charge of one signalman, and these low signals should also be made to interlock with the main signals, and to lock the facing points on the down line right for the down line when the low signal is at danger. It should also be impossible to take off the down distant signal when the facing points leading into the siding are open. To prevent waggons from being blown out or taken out of the sidings without the signalman's permission, the sidings leading out to the main lines should terminate in blind sidings with the points open to the blind sidings, and the signals worked in connection with these points.

I have, &c.

W. Yolland,
Colonel.

The Secretary,
Railway Department,
Board of Trade,
Whitehall.

London and South-western Railway,
Secretary's Office,
Waterloo Bridge Station, S.,
21*st October* 1867.

SIR,

I HAVE the honour to inform you that your letter of the 7th October, and the accompanying report made by Colonel Yolland, the officer appointed to inquire into the circumstances connected with the collision which occurred on the 12th ultimo at the Wilton station on the Salisbury and Yeovil section of this railway have received the careful consideration of the directors of this Company.

I am instructed to inform the Lords of the Committee of Privy Council for Trade, through you, that Colonel Yolland's recommendation that certain improvements, specified in his report, should be made at the Wilton station, has been brought under the notice of the Directors of the Salisbury and Yeovil Railway, with a request that it may receive their careful consideration.

My directors instruct me to state that the inspectors entrusted with the duty of attending to the extra traffic at the Wilton station, occasioned by the Wilton sheep fair, have hitherto shown that they were intelligent and trustworthy. Both of them have been in this company's service for many years, viz., the chief inspector Gourlay for 14 years, and the assistant inspector Deverill for nine years, and during the whole period of these services their conduct has uniformly been very good, and through their intelligence and trustworthiness they have raised themselves to their present position as inspectors intrusted with the duty of regulating exceptional traffic on the occasion of races, fairs, and other such occurrences.

It was, indeed, only 12 months ago that Gourlay received a bonus of 10*l.* for his services, and, notwithstanding the occurrence at Wilton station, the directors, from long experience, are of opinion that both inspectors are men most anxious and careful in the performance of their duties, and the safety with which they have, for so many years, performed important duties cannot, in justice to the men, be overlooked.

The directors, having carefully considered the whole circumstances, and the reports from their officers of the general behaviour and conduct of the two inspectors, do not consider it their duty to dismiss the men from the service, or so far to degrade them as to remove them from positions they have with credit to themselves occupied for many years; but the directors have ordered that the wages of the chief inspector Gourlay be reduced by 10*s.* per week and those of the other inspector by 5*s.* per week, both for a period of 12 months.

The directors hope that both inspectors will, by the lesson they have learnt from the recent occurrence, study to be still more careful and anxious in the performance of their duties, and they have every confidence that both will exert themselves to redeem their characters and justify the confidence placed in them.

I have, &c.
FREDERICK CLARKE,
Secretary.

The Assistant Secretary,
Railway Department,
Board of Trade,
Whitehall.

REPORTS

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of September, October, and November,

1867.

(PART SIXTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
5th December 1867.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1867.

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CALEDONIAN RAILWAY.

Board of Trade,
(Railway Department),
SIR, *Whitehall, 18th November* 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Caledonian Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident that occurred to the mail train on the 6th ultimo at Auldbar station on the northern section of the Caledonian Railway.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Caledonian Railway Company.

Board of Trade,
(Railway Department),
SIR, *Whitehall, 14th November* 1867.

IN compliance with the instructions contained in your minute of the 23rd ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 6th ultimo at Auldbar Road Station, on the northern section of the Caledonian Railway.

The limited mail train, consisting of an engine and tender, an empty carriage truck, a post-office carriage with second-class compartments at each end, a first and second-class composite carriage, and a guards van, which were coupled in the order given, left Aberdeen for the south at 12·23 p.m. on the day in question. The train proceeded all right as far as a cross-over road between the up down line of rails, at the north side of Auldbar Road Station. Just as the engine was passing under an over bridge at the entrance to the station the driver felt a jerk, and on looking round he perceived that the carriage truck was off the rails. The tender of the engine, post-office van, and the other vehicles, got off the rails immediately afterwards, and the train was brought to a stand at the south side of the Station about 150 yards from where it left the rails.

The engine was the only vehicle that remained on the rails. The south end of the up station platform was broken by the step of the guard's van coming against it.

There were about 12 passengers in the train. None of them complained of being hurt, but the Company's guard and the post-office guard were shaken. The speed of the train at the time of the accident is stated to have been about 30 to 35 miles per hour.

The driver as well as the Station-master and a porter at Auldbar Road station, who were observing the train as it approached, state that the carriage truck was the first vehicle that left the rails.

The permanent way of the up line of rails had been relaid as far as the points of the cross-over road above referred to. From that point northwards a portion of the old rails still remained.

The first marks of a vehicle trying to mount were observed on the right side stock rail of the cross-over road points, just where the new rails ended.

There were three marks on this rail, but the vehicle does not appear to have mounted till it got about 18 yards further, where it left the rails and pulled the other vehicles off.

When the platelayers left work on the afternoon of Saturday the 5th ultimo, they thought they had left the road in a safe state, although the sleepers were not thoroughly boxed up. The superintendent of the permanent way passed over it on a fast train, after the men had left work on Saturday and he perceived nothing wrong.

The driver of the limited mail was noticed on Friday the 4th that he was to proceed cautiously, as the road was being relaid near Auldbar Road; he shut off steam in consequence on the 6th ultimo, three quarters of a mile before he reached that station, although he received no notice on that day.

I am of opinion that the accident was caused by some slight imperfection in the permanent way at the points of the crossing, which must have jerked the light carriage truck off the rails.

The right leading axle of the tender was broken inside the axle box, close to the boss of the wheel. The axle boxes of the carriage truck were also broken, but they probably gave way after the vehicles left the rails. The damages to the other vehicles of the train were very slight.

The permanent way of the up road was broken up for the length of the platform at Auldbar Road. The line is straight and has a slight fall for some distance to the North of Auldbar Road.

No. 22 engine that drew the train is a single engine. The leading wheels are 3 feet 6 inches diameter, and carry 10 tons 16 cwt.; the driving wheels are 7 feet diameter, and carry 12 tons 12 cwt. The trailing wheels are 3 feet 6 inches diameter, and carry 7 tons 5 cwt. The distance between the leading and driving wheels is 7 feet 7 inches, and between the driving and trailing wheels the distance is 7 feet 5 inches.

The cylinders are 16 inches and the stroke is 22 inches. The engine was in good order at the time.

I consider that the practice of running a light carriage truck between the engine and passenger carriages is objectionable.

I have, &c.
F. H. RICH,
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

FURNESS RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 14th Nov.* 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Furness Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident that occurred on the 16th ultimo, near Cark station, on the Furness Railway.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Furness Railway Company.

SIR, *Furness, 8th Nov.* 1867.

IN compliance with the instructions contained in your minute of the 23rd ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 16th October 1867, near Cark station, on the Furness Railway.

A train, which consisted of an engine and tender, a carriage truck filled with empty fowl baskets, an empty guard's van, a composite carriage, and a guard's van with a guard in it, left Carnforth station for Barrow, at 8.5 p.m. on the 16th ultimo.

The train was 15 minutes late in leaving Carnforth station. It was about 12 or 13 minutes late in leaving Grange station, and when it got about 1½ mile west of Cark station the engine left the rails, ran across the six foot interval and across the up line of rails, and fell over the bank, about 90 yards from the place where the first marks of a vehicle having left the rails were made on the ballast.

The engine fell over on its left side, with the funnel in the opposite direction to that in which it had been travelling. The tender was uncoupled and had fallen over just beyond where the engine lay. The carriage truck and empty van were thrown on their sides across the up road, the composite carriage and the guard's van remained on the down rails and were brought to a stand, about 150 yards beyond the place where the engine fell over the bank.

The guard of the train went back immediately to protect his train. The driver was killed on the spot, and the fireman was thrown down the bank and hurt in the shoulder. He is now quite well. An Irishman in the front compartment of the composite carriage complained also of being hurt.

About two minutes after the engine of the down train had fallen over the bank, an up train, which consisted of a tank engine, two third-class, a first-class, a second-class carriage, and a guard's van, ran into the carriage truck and van that had fallen across the up line of rails.

The engine and all the carriages of the up train, except the guard's van and the two hind wheels of the second-class carriage, were thrown off the rails. None of the passengers or Company's servants in this train, are reported to have been injured. The train was proceeding at the rate of about 30 miles per hour when it ran into the carriage truck and van. The night was dark and rainy, and the driver had no notice of his danger. He perceived something in his road, and had just time to reverse his engine before it struck the carriage truck.

The embankment is about 20 feet high at the place where the accident happened. The line is straight, level, and appears to have been in good order. The up line was relaid about two months before the accident happened. The new permanent way consists of a double headed rail which weighs about 74 lbs. per lineal yard. It is fished and fixed in cast-iron chairs, to sleepers laid transversely about 3 feet apart. The chairs weigh about 29 lbs. each. The line was not disturbed where the engine left the rails.

No. 4 engine, that drew the down train, is a four-wheeled coupled engine that weighs about 18 tons. The leading wheels carry about 7½ to 8 tons, and the remaining weight is on the driving wheels. The tender weighs about 11 tons. The diameter of the wheels is 4 feet 9 inches, and the distance between them is 7 feet 5 inches. The cylinders are 14 inches diameter and the stroke is 24 inches. It was supplied to the Furness Company by Berry, Curtis, and Kennedy of Liverpool, about 20 years ago, and appears to have been in good condition at the time of the accident.

The speed of the down train when it left the rails, is stated to have been from 40 to 50 miles per hour. After the accident the springs of the engine were found to be perfect, the leading axle was very slightly bent, and the axle of the driving wheels was found to be bent about 1¼ inch. This was no doubt caused by the fall over the bank. The tires were in good order.

The carriage truck was broken to pieces by the collision with the up train, the roof and sides of the front guard's van of the down train were torn off, and the panel of the front compartment of the composite carriage of this train was broken in.

The accident appears to have been caused by driving at too great speed with an engine which, from its construction, is not calculated to run steadily at high speed.

No. 4 engine is usually employed by the Furness Company for drawing goods trains, but on the 16th ultimo the engine which was usually employed to draw the 7.50 p.m. down passenger train from Carnforth was detained in consequence of the Belfast boat not arriving at its proper time, and No. 4 engine was sent in its place. John Clarke, who was killed, had been a driver of goods trains, for about three or four months previous to the accident. He had been employed in shunting, for about two years.

The system of placing empty carriage trucks between the engine and passenger carriages, should be avoided as far as possible.

I have, &c.

The Secretary, F. H. RICH,
Board of Trade, *Lieut.-Col R.E.*
Railway Department.

GREAT NORTHERN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 28th November* 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred at the Welwyn junction on the Great Northern Railway on the 5th instant, and to express the hope of their Lordships that the Directors will see fit to carry out Colonel Hutchinson's recommendations with respect to improvements in the working of the signals and points at the Welwyn junction.

I am, &c.

The Secretary of the R. G. W. HERBERT.
Great Northern
Railway Company.

Board of Trade
(Railway Department),
SIR, *23rd November* 1867.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, as ordered by your minute of the 8th instant, into the circumstances attending a collision between a passenger train and a goods train at Welwyn junction on the Great Northern Railway on the 5th instant, whereby one passenger had both his legs broken, and others were shaken and contused, and a guard had his shoulder blade broken.

At Welwyn junction (which is about two miles west of Hatfield), the Luton and Hertford branches leave the main line of the Great Northern Railway. They are both single lines, doubled for a short distance near their ends for forming proper junctions. The Luton branch diverges immediately to the west, but the Hertford branch runs parallel to, and about 10 feet from, the main line for about 300 yards before

turning eastward. There is also a siding parallel to and to the eastward of the Hertford branch. The junction is provided with locking apparatus so far as the junctions of the doubled portions of the single lines with the main line are concerned; but the points at which these doubled portions commence are not worked from the signal cabin, but by levers on the ground. These points are provided with proper point indicators. The Hertford branch points are heavily weighted to lie right for the up line, and it was stated to be a most rare occurrence for them to be used for letting anything off the branch to the down main line, there being a communication with the down main line at the north end of the yard. The lever for working these points is not fixed, but is kept lying on the ground beside the switch box.

On the afternoon of the 5th instant, as it was getting dusk, a pick-up goods train, consisting of an engine and tender, two guards' breaks (one front and rear, with a guard in each), and 35 loaded waggons, arrived at Welwyn junction from the north at 4.48, and began to shunt under protection of the signals, the operation affecting only the up main line. The engine, guard's break, and some waggons were then detached from the rest of the train, which was left standing on the up main line, and were passed by the signalman through the points leading to the Hertford branch, and thence by the junction porter through another pair of points on to the siding to the east of the branch. The engine, van, and two waggons then returned from the siding back to the branch, on their way to rejoin the rest of the train on the up main line, when the under guard, by his own confession, held open the points so as to lead to the down main line. The driver did not observe the condition of the point indicator, but immediately he had passed through the points perceived that he was on the wrong road, and did all he could to stop. He had just succeeded in doing so, having all but reached the down main line, when his engine was run into by that of a down passenger train (consisting of an engine and tender, a gas break van, eleven carriages, a horse box, and three other break vans), which had left King's Cross at 3.51, and was travelling at a speed of from 35 to 45 miles an hour. The driver of the passenger train had only seen that the goods engine was in his way for a few yards before running into it, and had of course no time to moderate his speed, though he took all the means at his disposal to do so. The signalman had seen the position of the goods engine when the passenger engine was within about 50 yards of his box, and had very properly tried to pull over his points, so as to throw the coming train on to the Luton branch; but unhappily the engine was on the points before he could move them. In the collision which ensued, the buffers of the engine of the passenger train struck the buffer plank of that of the goods train, each being driven northwards about 40 yards, turned right across the rails, and much injured. The front break van knocked in the end of the tender, the second and first-class carriages next behind the break were crushed up together, and the passenger who had his legs broken was buried under the debris, more than an hour elapsing before he could be extricated. One or two other carriages were shaken and their windows broken. The driver and fireman of the goods train jumped off just before the collision, and escaped without injury; those of the passenger train held on to their engine and were a good deal knocked about.

As to the immediate cause of this accident, there is no doubt that it was the act of the under guard of the goods train improperly meddling with the points, so as to open the road from the branch to the down line. He had always borne an excellent character, and there was not the least suspicion that he was under the influence of drink on the afternoon in question. He was well acquainted with the nature of the points at Welwyn junction, having often been engaged in shunting there. In explanation of his conduct he stated that he had been very much disturbed in mind by having dreamt on the night of the 4th that his train would come into collision with a passenger train on the 5th, and that he had in consequence felt quite unfitted for his duties. As to the moving of the points, he stated that he was at the time under the impression that if opened they would lead to the up, and not to the down line, and that by passing the engine through them he would have expedited its return to its train. According to the Company's rules he had no business to have touched the points, that being the duty of the junction porter.

While, however, attributing the immediate cause of the accident to the under guard's misconduct, there is no doubt that it could not have occurred had these points been worked from the signal cabin and interlocked with the signals. This alteration the Company are now about to effect, and it is only to be regretted that they should have waited for an accident before adopting a simple precaution of the kind. The points at the commencement of the doubled portion of the Luton line should also be worked from the signal cabin; and at the north end of the Welwyn junction yard there should be a low goods siding signal interlocked with the main signals, and, when at danger, locking safety points to protect the main line, there being at present no sufficient safeguard against a driver of a goods train running out and fouling the main line.

I am, &c.
C. S. Hutchinson.
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 18 *October* 1867.

Sir,

I am directed by the Lords of Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Lancashire and Yorshire Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident which occurred to a passenger train on the Lancashire and Yorkshire Railway, near Croston station on the 19th ultimo.

I have, &c.
Thomas Gray.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

Board of Trade,
(Railway Department),
Whitehall, 12 *October* 1867.

Sir,

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in obedience to your Minute of the 23rd ultimo, into the circumstances connected with an accident that occurred on the 19th ultimo, owing to a train of the Lancashire and Yorkshire Railway Company, from Preston to Liverpool, leaving the rails near Croston station. The accident resulted in three passengers being injured, none very seriously.

The train in question was the 11.30 a.m. express, from Preston to Liverpool, timed to stop only once on the journey. It consisted of a tank engine (running chimney foremost), a first-class carriage, a second-class carriage (each provided with continuous breaks),

and a break van. The engine had six wheels, driving and trailing wheels coupled, the diameter of these wheels being 5 ft. 6 in., and that of the leading wheels 3 ft. 6 in. The weight on each driving wheel is stated to have been 6 tons 3 cwt., on each leading wheel 4 tons 16 cwt., and on each trailing wheel 6 tons 2 cwt. Total 34 tons 2 cwt.

	ft.	in.
Distance between centres of driving and trailing wheels - -	7	2½
Distance between centres of driving and leading wheels - -	5	9½
Total wheel base -	13	0

The engine was new about eight months since, and had run up to the time of the accident 17,299 miles without having been in the shops.

On the morning of the 19th ultimo the train had left Preston at 11.53 a.m., 23 minutes late, and when near Croston station, at about 12.9, the driver (who states that he was going at the rate of from 30 to 35 miles an hour) felt his engine lurch to the left, then to the right, and so on four or five times in all, when she mounted the outer rail and ran off into a drain on the down side of the line. She took the whole of the train with her, and both engine and carriages were turned over on their side on the bank above the the drain. From the spot at which the engine first oscillated to where she mounted the rail, the distance was about 80 yards, in which space the rails were more or less slewed; for a distance of 85 yards beyond this they were torn up and the road destroyed. The fire box of the engine was damaged, the coal bunker stove in, one outside rod and the axle of the driving wheels slightly bent. The carriages had their footboard, broken on one side, and the body of the break van was moved on its frame.

This part of the down line from Preston to Liverpool is composed of rails 16 ft. long, weighing 70 lbs. to the yard; each rail is held down by joint chairs and three intermediate chairs; those at the joints being over 40 lbs. each, and the intermediate ones 28 lbs. each. The chairs are spiked to sleepers, rectangular at the joints, the intermediate ones being partly half round and partly rectangular. The joints are half fished, that is to say, there is a small fish plate on the inside only.

This part of the line is perfectly straight, with a falling gradient towards Liverpool of 1 in 402. The up line from Liverpool to Preston is fully fished and the chairs are heavier than on the down line; the latter is being gradually improved, a portion being relaid each year. It appears that for two days previous to the accident there had been complaints made by the driver about the state of the road near to which it occurred, and by the foreman of platelayers about the unsteadiness of the engine drawing the express train. Both complaints seem to have met with attention, for the inspector of the permanent way informed me that he had carefully examined the road on the 17th, and had found it slightly crooked a short distance north of Croston station. This he had had at once set to rights. This spot, was however, considerably south of where the run-off took place. The engine also (a tender-engine) which had drawn the train on the 17th, was on the 18th changed for the tank engine, which ran off on the 19th, though of the wisdom of this change there is reason to doubt.

From a careful examination of the permanent way and of the engine I can come to no other conclusion than that this accident was caused by running a comparatively unsteady engine (such as a tank must always be) at a high speed (which there is reason to believe was considerably in excess of that stated by the driver) on a road in which, owing to the want of complete fishing, there is considerable play in the rail-joints.

I have, &c.

The Secretary,
Railway Department,
Board of Trade.

C. S. Hutchinson,
Lieut.-Col. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 14th November 1867.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 9th ultimo, near Bacup, on the Lancashire and Yorkshire Railway.

My Lords trust that Colonel Hutchinson's recommendation with respect to the line being doubled will receive the careful consideration of the Directors.

I am, &c.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

R. G. W. Herbert.

Board of Trade
(Railway Department),
Whitehall, 8th November 1867.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 14th ultimo, the result of my inquiry into the circumstances attending a collision which occurred on the 9th October between a passenger train and a goods' train near Bacup, on the Lancashire and Yorkshire Railway.

Five or six passengers and the guard of the train were injured, none very seriously.

Bacup is the terminal station of a branch line leaving the Manchester and Accrington line at Ramsbottom. From Ramsbottom to Rawtenstall the line is double, and thence to Bacup, a distance of about four miles, only single. The working of the single line is carried on by means of a conductor or train porter, and previously to the accident he appears to have been provided with no printed or written instructions as regarded the mode of working, he being considered responsible for carrying it out with safety according to the best of his judgment.

At the period of the collision, and for a month previously, the regular conductor had been absent from sickness, and his place had been taken by a goods guard who had acted as conductor on previous occasions, sometimes accompanying the regular conductor.

On the morning of the 9th October, the conductor had despatched the 7.40 passenger train from Bacup to Rawtenstall, the passenger train from Rawtenstall due at Bacup at 7.35 having previously arrived without him, as the rule was for him to commence his day's work with the 7.40 train from Bacup. A goods train from Ramsbottom due at Bacup at 7.25 had not yet come in. At 7.50 he himself accompanied a goods train from Bacup, and reached Rawtenstall at about 8.30, 10 minutes late according to the time bill. He there found the overdue goods train waiting in a siding, and arranged with the station master that the passenger train from Ramsbottom, due to leave Rawtenstall at 8.25, should precede the goods train to Bacup, and wait there till the goods train had arrived. He states positively that he gave corresponding instructions to the guard

of the passenger train, an assertion borne out by the station master and a porter at Rawtenstall, but strenuously denied by the guard, who gave his evidence in a straightforward way, and said he was informed by the station master that there would not be time for the goods train to follow the 8.25 to Bacup. To this he (the guard) assented, and remarked that he should be due out of Bacup before he got there, being already 14 minutes late. The train then left the station; as it was starting the guard heard the conductor shout something to him from a distance, but did not catch what he said; it reached Bacup at 8.50, 10 minutes late. Two minutes after the passenger train had left, the goods train was despatched in charge of the conductor. It consisted on leaving Rawtenstall of an engine and tender and 16 waggons; 10 of these were left at Newchurch, whence the train proceeded, till at about 9 o'clock on rounding a curve it came into collision with the passenger train which had been despatched from Bacup at 8.58, three minutes late. The latter consisted of an engine and tender (tender foremost), a second-class carriage, break-van, first-class, second-class, and third-class carriage, the train being provided with three coupled patent breaks. The train had been started by the Bacup station master, who stated that in case of the goods train following the passenger train, he should have expected a telegraphic message to that effect from Rawtenstall, and this the conductor acknowledged he ought to have sent A sharp curve on the line prevented the drivers seeing each other till too near to pull up, but they appear to have acted with promptitude in applying the various means at their disposal for so doing. The trailing wheels of the passenger engine were thrown off the line, two pairs of wheels knocked from under the tender, and one carriage was off the line; the speed of the goods train was stated to have been about 4 miles an hour and that of the passenger train about 12 to 15 at the time of the engines sighting each other.

In reviewing the causes of this accident, the immediate ones were, 1st, the misunderstanding of the passenger guard as to the purport of the message he received at Rawtenstall, and, 2nd, the neglect of the conductor in not telegraphing to Bacup that the goods train was following the passenger train. Had, however, proper regulations for working a single line by means of a train porter been in force prior to the accident (such as are recommended by the Board of Trade Regulations), it would have been impossible for such an accident to have occurred, and the Company are, therefore, mainly to blame for not having issued and enforced such regulations long since. They have now done so, and I was informed that they shortly intended to adopt the train staff mode of working on this and the other single lines of their system where it does not already exist. With regard to the rules now in force on the Bacup branch, I would suggest that the conductor should always wear a distinguishing badge on the cap or arm.

Considering, however, that the traffic on the Bacup branch is now so considerable that no less than 36 passenger and goods trains travel over the line between 7 a.m. and 10 p.m., some following each other at intervals of only two minutes, the time seems to have fully arrived for the line being doubled, and the attention of the Directors is called to the necessity of this being done with the least possible delay.

I have, &c.

The Secretary of the Railway Department, Board of Trade. — C. S. Hutchinson, *Lieut.-Col. R.E.*

NORTH EASTERN RAILWAY.

Board of Trade (Railway Department), Whitehall, 19th November 1867.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North Eastern Railway Company (Darlington Section Committee,) the enclosed copy of the report made by Colonel Hutchinson, R.E., on the circumstances attending the collision that occurred on the 3rd October near Redcar station on the North Eastern (Darlington Section) Railway, and to express their Lordships' hope that Colonel Hutchinson's suggestion in regard to an alteration in the signalling arrangements at Redcar yard will receive the careful consideration of the directors.

I am, &c.

The Secretary of the North Eastern Railway Company, (Darlington Section) Committee. — R. G. W. Herbert.

Board of Trade (Railway Department), Whitehall, 15th November 1867.

Sir,

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, as ordered by your minute of the 4th October, into the circumstances attending a collision which took place on 3rd October near Redcar station on the North Eastern Railway, from a passenger train running into a mineral train. This collision was happily unattended by more serious consequences than a slight injury to two passengers and a rather more severe one to the guard of the passenger train.

Redcar is a station between Eston and Marske, on the Stockton and Darlington Railway, having only a one-sided platform, situated on a kind of loop from the two main lines, which run past outside the station. This loop is entered from the down line from Eston to Marske by a pair of facing points about 260 yards from the centre of the platform, and from the up line from Marske to Eston by another pair about 200 yards from the same point. A through goods siding (with other sidings branching from it) leaves the down line about 150 yards from the centre of the platform on the Marske side, rejoining it about 420 yards further down, the main line and sidings all curving away to the right, so as to make it very difficult to see from the platform whether a train is standing on the sidings or main line. The station is provided with two distant and two station signals, the down distant signal being always kept at danger from the time an up passenger train enters the loop at one end till it leaves it at the other, and vice versâ, to prevent any collision on the loop. One signalman attends to the points at the ends of the loop, 460 yards apart, and to the signals.

On the morning of the 3rd October, at about half past eight, a down goods train consisting of an engine and tender, 18 loaded and 11 empty trucks, but with no break-van or guard, arrived on the main line outside the Redcar station; the driver took in water at a tank on the down side of the station and then deposited a truck in a siding at the up end of the platform, entering the loop with part of his train to do so, and leaving the remainder standing on the down line. He then rejoined his train and proceeded down the main line to near the points at the down end of the through goods siding, where he again detached his engine from the train and went into the siding for some empty trucks, rejoined his train with these, and then took back some more into the siding. Having left these, he had just rejoined his train and

was going ahead (although all the trucks were not yet in motion) when the rear of his train was run into by a down passenger train which had just left the station. It appears that the down distant signal had been kept at danger from the time the goods train had stopped at the water tank till it was lowered to allow a down passenger train due at 9 to come up to the platform; although the signalman had about 8.50 seen the goods train standing on the down line in a position to be run into by a passenger train from the station, he had not thought it necessary to acquaint the station master with the fact, feeling sure it would be out of the way before the 9 o'clock passenger train left the station. This latter train, consisting of an engine and tender, first-class, second-class and third-class carriages, and guard's van, reached Redcar station at 9 o'clock—correct time. The station master gave the guard the starting signal, and he again whistled to the driver. This man, who had been employed as driver with the company for 36 years, looked ahead and saw some trucks, which he thought (owing to the curve before alluded to) were in the siding. He then started, and did not look ahead again till he found himself within a few yards of the trucks, of course too late to prevent the collision, though happily the speed was not more than 12 miles an hour. The engine did not leave the road, and the damage to either train was inconsiderable.

In considering the causes of this accident the blame must be shared first by the driver of the goods train for leaving his train on the main line without seeing that it was protected by signals, and for not entering the through-goods-siding by the points near the station (and leaving his train in the siding while shunting) instead of by the distant points; his reason for acting as he did being that an empty truck was standing in the siding, which would have somewhat impeded his operations had he entered by the other points; secondly, by the signalman, for having assumed that the goods train had started and not assured himself of the fact; also for not warning the station master that the goods train had, as he thought, just started; and, thirdly, by the driver of the passenger train for not having kept a better look out at starting.

The company are also to blame for not providing a goods train with a break van and guard, so that the protection of the train while shunting might be properly attended to.

To guard against future accidents of this nature, I would suggest that a starting signal for all down trains be provided, to be worked by a handle, so placed that the position of a train in any part of the Redcar yard may be visible from it.

I have, &c.

The Secretary,
Railway Department
Board of Trade.

C. S. Hutchinson,
Lieut.-Col. R.E.

NORTH LONDON RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 29th November 1867.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you for the consideration of the Directors of the North London Railway Company the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 6th Inst. between two passenger trains on the North London Railway, between Dalston junction and Hackney stations.

I have, &c.

The Secretary of the
North London
Railway Company.

R. G. W. Herbert.

Railway Department,
Board of Trade,
Whitehall, 23rd November 1867.

Sir,

I have the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 13th inst, the result of my inquiry into the circumstances which attended a collision that occurred on the 6th inst. between Dalston junction and Hackney station on the North London Railway, when the driver of the following train broke his leg, from jumping off the engine prior to the collision, and 12 passengers have complained of being either bruised, shaken, or otherwise hurt. It is stated that there are no serious cases.

The North London Railway at this part is worked with the assistance of the electric telegraph, and on the block system, by which two trains are prohibited from being on the same line on the length between two adjacent telegraph stations at the same time. Tyers' telegraphic instruments are made use of, in which bells and gongs are employed in connection with a needle that points either to "Line Clear," or "Train on Line." These instruments are simple in the mode of working and easily understood.

The main line of the North London Railway is connected with the new branch to Broad Street (City) by an eastern and a western curve at Dalston junction, and telegraphic instruments with the proper out of door signals are fixed at Dalston station, the east junction and Hackney station. Dalston station is about 550 yards from the east junction, and the east junction is 1,100 yards distant from Hackney station.

On the morning of the 6th instant, the 8h. 5m. passenger train from Broad Street for Poplar left Dalston station about 8h. 18m., and shortly after passing the east junction signal station, the driver was obliged to pull up his train, in consequence of the right driving crank pin having broken, which caused the left trailing crank pin to break also. The train stopped with the engine standing about 650 yards back from the Hackney station signal box, and the rear of the train stood about 350 yards from the eastern junction signal box. This train had been properly signalled forward by telegraph to Hackney station, and the signal had been acknowledged by the Hackney signalman in the usual manner, the needle on the instrument in the eastern junction signal box being placed at "Train on Line" by the act of the Hackney signalman (Sinden), and which needle, from the construction of the apparatus, could not be shifted to "Line Clear" except by the act of the same man.

As soon as this train stopped, a signalman in the Company's employment belonging to Poplar station, who was a passenger in the train, got out, and ran back to the eastern junction, where he met a ballast engine, which had been permitted by the eastern junction signalman to come out from a ballast siding situated between the eastern junction and Dalston station, and the driver of this engine, having obtained the sanction of the same signalman, at once proceeded to the place where the disabled train stood. This engine was coupled on to the break van at the rear of the 8h. 5m. a.m. train for the purpose of pushing it forward to Hackney station. A breaksman and a flagman accompanied this engine, and, according to the Company's book of regulations, it was the duty of the flagman to go back towards the eastern junction, in order to protect the engine at the rear of the disabled

train, and according to the flagman's statement he did go back about 40 or 50 yards, when he was met by another train.

The disabled train could not be seen, owing to bridges over the line intercepting the sight, by the signalman at the eastern junction, but it would be seen from the Hackney station signal box, if looked for, and the weather were clear enough. On this point the evidence is conflicting, especially as regards the amount of fog prevailing at the time.

Again, it cannot be ascertained with any certainty as to how long the disabled train stood after it stopped, before it was run into by the 8h. 20m. a.m. passenger train from Broad Street to Poplar. This train consisted of a tank engine, running, as it is called, tender first, or with the chimney behind, eight carriages and two break vans with one guard, each half of the train being fitted with continuous breaks worked from the vans at the end. It left Dalston station at about 8.30 a.m., got "all right" signals to proceed at the eastern junction, and shortly after passing it met a down train proceeding in the opposite direction on the other line of rails, whose driver whistled and held up both his hands, as a signal for the 8h. 20m. train to stop. The driver is said to have shut off steam and to have reversed his engine, and whistled for the guards' breaks. The fireman applied the engine break, and this is said to have occurred before either of them saw the flagman or the ballast engine. The train is stated to have been travelling about 30 miles an hour when it passed the other train, and at about from six or seven to ten miles an hour when the collision took place. The line is quite straight at this part; nothing was thrown off the rails, and but very little damage was done to the rolling stock.

I did not see the engine driver of this train, who broke his leg, but the fireman stated that there was thick fog at the time, which mixing with the steam from the train running in the opposite direction, prevented them from seeing the disabled train. However this may be, one thing is quite certain, this 8h. 20m. train had no right to be on the line between the eastern junction and Hackney station running at full speed, while there was a disabled train standing on the same length totally unprotected (for 50 yards is of no use for a flagman to be back) from a following train.

No blame attaches to the signalman at the eastern junction; and the explanation of the transaction given by the Hackney signalman (Sinden) is as follows: "About 16 minutes past eight o'clock, I heard a "stroke on the instrument from the eastern junction "which I believed was to indicate a 'Train on Line,' "and took it as such; I waited about 13 or 14 "minutes; it was then nearly time for another "passenger train: I went outside but could see "nothing, and thinking the man at the eastern junction had made a mistake, I altered the signal and "gave him 'Line Clear' at the same time that I "signalled the down train forward to the eastern "junction."

He also states that this down train left Hackney about 8h. 30m. a.m. but there is an absence of precision in the times at which the several trains are said to have passed the signal boxes.

There is no doubt that the collision was occasioned by the Hackney signalman, Sinden, having given "Line Clear" to the eastern junction signalman when the 8h. 5m. a.m. train had not reached Hackney. There is no satisfactory way of accounting for such gross carelessness, as Sinden had been two and a half years signalman at Hackney, and his explanation of the grounds on which he thought the eastern junction signalman had made a mistake, was, that he had cometimes telegraphed trains forward to Hackney station which did not reach that place. This may be accounted for by the fact of there being a ballast siding between Dalston station and the eastern junction, and the circumstance of ballast trains or engines coming from Chalk Farm or from Broad Street having to pass the eastern junction before they could cross to the down line which is connected with the siding.

When this happens and in similar cases the signalman have themselves adopted a telegraphic signal for cancelling the previous signal which is not to be found in the code under which they work. The signal boxes are not provided with talking telegraphic instruments, which would enable the men to cancel such signals, and if the North London Railway Company do not think it expedient to supply these speaking instruments, it would be better that some signal should be agreed upon and inserted in the code that will provide for such cases.

I cannot help thinking that a good look-out was not kept by the servants of the Company in charge of the 8h. 20m. a.m. train, and there was great remissness on the part of the flagman of the ballast engine in not going back as soon as the engine reached the disabled train; but such neglect must be regarded almost as the necessary result of working traffic on the block system.

Again, I think it desirable that the signalmen should be obliged to keep records in books of the times of receiving and sending train telegraphic messages, and also of the times when trains pass their boxes, as these records tend to keep them attentive for the eight hours which they are on duty.

I have, &c.

W. Yolland,
Colonel.

The Secretary of the Board of Trade (Railway Department), Whitehall.

SOUTH EASTERN RAILWAY.

Board of Trade (Railway Department), Whitehall, 18th November 1867.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South Eastern Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., upon the circumstances attending an accident that occurred on the 7th October near Pluckley Station on the South Eastern Railway.

I am, &c.

R. G. W. Herbert.

The Secretary of the South Eastern Railway Company.

Board of Trade (Railway Department), Whitehall, 12th November 1867.

Sir,

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, as ordered by your minute of the 16th ultimo, into the circumstances attending an accident which occurred to an up mail train near Pluckley Station on the South Eastern Railway, on the 7th ultimo, an accident unattended, happily, by any injury to passengers or servants of the company.

The train in question, consisting of an engine, tender, guard's break van, two first-class, one second-class, three first-class carriages, post-office van, and break van, had left Dover at 4.45 a.m. on the 7th

ultimo. All went right with the train till about two miles on the London side of Pluckley, when the driver suddenly perceived his engine oscillating a good deal, the speed being about 50 miles an hour. He at once shut off steam, and looking back perceived sparks flying from the wheels of the rear carriages. He immediately whistled for the guards' breaks and had his own applied, and succeeded in stopping the train in about 500 yards. It was then found that the second-class carriage and the three first-class and two rear vans behind it were off the line; no couplings had given way. On a careful examination of the line it appeared that one of the carriages, probably the second-class, had suddenly left the rails, most likely by a jump, as there was no mark of mounting, and had run on clear of the chairs for about 40 yards without injuring the permanent way; the carriages behind then seemed to have left the rails, and the road was more or less torn up and damaged as far as the point at which the train was stopped.

This part of the line, which is perfectly straight, had been under repair up to the previous 3rd October, the ballast having been replaced level with the tops of the sleepers or about three inches short of its full depth. It had been carefully inspected on the evening previous to the accident and appeared right in every respect. From the fact, which was well substantiated, that at the point where the first carriage left the line and for the next 40 yards the gauge was found perfectly correct and the road not at all injured. I think the cause of this accident must be assigned to a defect in some part of the rolling stock, probably to some flaw in the axle guards or boxes of the second-class carriage which first left the line and sustained more damage in these parts than any of the vehicles behind it.

I have, &c.

The Secretary,
Railway Department,
Board of Trade.

C. S. Hutchinson,
Lieut.-Col. R.E.

WATERFORD AND KILKENNY RAILWAY.

Board of Trade,
(Railway Department),
Whitehall, 1st November 1867.

Sir,

I am directed by the Lords of Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Waterford and Kilkenny Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train near Ballylowra on the Waterford and Kilkenny Railway on the 6th September last.

I have, &c.

The Secretary of the
Waterford and Kilkenny
Railway Company.

Thomas Gray.

Board of Trade
(Railway Department),
Whitehall, 28th October 1867.

Sir,

I have the honour to report for the information of the Lords of Committee of Privy Council for Trade (in obedience to your Minute of the 15th instant), the result of my inquiry into the circumstances attending an accident to a passenger train which occurred on the 6th ultimo near Ballylowra, on the Waterford and Kilkenny Railway. No passengers, happily, were injured, but the engine and some of the carriages received considerable damage.

The line from Waterford, to Kilkenny and Maryboro', is single. It has since the 1st June been worked by its own company, the general staff having been taken over from the Waterford and Limerick Company, which had worked the line previously. The train to which the accident occurred had left Maryboro' at 10.25 a.m. on the 6th ultimo, consisting of No. 4 engine and tender, four waggons, a break carriage with guard, a second-class carriage, a first-class carriage and waggon, coupled together in the order stated. At Kilkenny another engine, No. 1, required for use at Waterford, was attached to the train behind engine No. 4. The train left Thomastown station six minutes late, and as it was emerging from a cutting on a curve about three miles south of this station, where the gradient is rising 1 in 150, the driver of the leading engine caught sight of three men stooping over the left or east rail. He sounded his whistle to alarm them, and upon their moving off he observed a rail was out. Every effort appears to have been then made to reduce the speed, but the distance to the gap being only about 50 yards, and the speed about 25 miles an hour, not much reduction was effected; the leading engine kept the line, but its tender, the other engine and tender, and all the vehicles were thrown off, the second tender being turned upside down, the fireman thrown underneath it and a good deal knocked about. But few of the couplings gave way, and the train came to a stand very quickly.

It appears that a ganger with four men under him were engaged in the repairs of this portion of the line. Early on the morning of the 6th they had discovered four lengths of rails out of gauge adjacent to the scene of the accident; three of these had been taken out and replaced before breakfast, a process which had, according to the evidence of two of the platelayers, taken longer than necessary from a deficiency of trenails, wood to make which having to be searched for up and down the line. On returning from breakfast they proceeded to take out the fourth rail, and had prepared the chairs and sleepers for replacing it when the train came upon them unexpectedly, they having thought the hour was much earlier. I was unable to examine either the ganger, as he had absconded, or two of the platelayers who, I was informed, are now employed by the Waterford and Limerick Company; but from the evidence of the other two, who are now out on bail awaiting their trial at the petty sessions for neglect of duty, it seems that the ganger and all the party were aware of the rule of the Company as to the display of a danger signal 1,000 yards from the part of the line under repair, and that there was a red flag with the party. No signal of the kind appears to have been used during the whole of the morning of the 6th. The ganger was also in possession of a copy of the Company's timetable for September, but as neither he nor any of his gang were possessed of a watch, it could be of no great use.

The cause of this accident is to be plainly attributed to the neglect, either wilful or otherwise, of the ganger in not using proper precautions to warn the coming train of the line being under repair. He had been employed as platelayer for 18 years, and taken over from the Waterford and Limerick Company on the 1st June. He bore a good character as a sober, steady man, and had been promoted to ganger about a month before the accident; he had previously held the same position for two years, but had resigned it in order to live near his mother.

It certainly seems desirable that gangers should be supplied with watches.

The deficiency of trenails was denied by the overseer of the permanent way.

I have, &c.

The Secretary
Railway Department,
Board of Trade.

C. S. Hutchinson,
Lieut.-Col. R.E.

WATERFORD AND KILKENNY RAILWAY

Board of Trade
(Railway Department),
SIR, *Whitehall*, 12 *November* 1867.

I AM directed by the Lords of Privy Council for Trade to transmit to you, to be laid before the Directors of the Waterford and Kilkenny Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred near the Maryboro' Station on the 30th September last.

My Lords trust that the recommendation made by Colonel Hutchinson will be carried into effect.

I have, &c.
The Secretary of the Waterford and Kilkenny Railway Company. R. G. W. HERBERT.

Board of Trade
(Railway Department),
SIR, *Whitehall*, 4 *November* 1867.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry (in obedience to your instructions of the 14th ultimo) into a collision between an engine and passenger train near the Maryboro' Station on the Waterford and Kilkenny Railway which occurred on the 30th September last.

The Maryboro' Station is the northern terminus of the Waterford and Kilkenny Railway, which is a single line, worked, with the exception of 500 yards alluded to below, on the train staff system. There is only one platform for the arrival and departure of the trains, and some consequently have to pass each other at a loop about 500 yards south of the Station, where the engine shed and goods yard are situated. A signalman is stationed at this loop, which is protected by home and distant signals in both directions.

On the afternoon of the 30th September, the driver, Dunn, who was the cause of the collision had driven an up train leaving Waterford at 12.50 and reaching Maryboro' at 3.35. After taking his engine into the shed he left it at 4 o'clock in charge of the fireman, having no other duty until near 7 o'clock, when he would have had to drive the 7 o'clock train from Maryboro' to Waterford. At about 6.30 it appears that the fireman after having coaled and watered his engine, took it with a waggon attached and placed it in the proper position for starting in front of the train at the platform, but without coupling the waggon and the front carriage. He then, after having left it in such a state that it could not be moved except by some one who understood its mechanism, went away for about 10 minutes and on his return found the engine and waggon gone, a porter informing him that he had seen Dunn drive them off.

At about 20 minutes to 7, the pointsman at the loop heard an engine coming from Maryboro', not whistling as if the driver wanted to have the points held open for going into the engine shed. He at first thought it was going to stop at the points at the north end of the loop which were right for the main line, but before he could get to the switch handle the engine had run through the points and passed him at a speed, he estimated, of 30 miles an hour. He shouted to the driver but received no reply; all his signals had been for some time at danger before the engine passed.

The 4.20 p.m. up train from Waterford due at Maryboro' at 7 p.m. had left Kilkenny five minutes late; from Kilkenny the train consisted of an engine and tender, a tank engine, three carriages, a luggage van, a goods waggon, and a second-class break carriage, in which was a guard. The leading engine had been attached at Kilkenny, being required for work at Maryboro' the next morning. All went right with the train until, on rounding a curve about 1½ mile south of Maryboro', the driver saw a light on the line which he immediately made out to be the buffer-lamp of an engine about 100 or 150 yards from him. He had shut off steam on account of nearing the station and stated that he was going at the rate of 15 to 20 miles when he first sighted the engine; this speed he thinks was reduced to about 10 or 12 miles an hour (by reversing the engines and applying the breaks) on running into Dunn's engine, which it is supposed was stationary. The collision, which occurred at about 6.55 when it was quite dark, drove Dunn's engine about ¼ of a mile towards Maryboro', the train itself coming to a stand in about 50 yards. The leading engine kept the rails, the second one had its leading and driving wheels off, and the second carriage from the front was off the line. None of the passengers complained of being hurt, but Dunn himself and the driver and fireman of the leading engine were a good deal injured; the damage to the engines and to two of the carriages was considerable.

With regard to the motive which influenced Dunn thus to risk his own life and that of others it must, I think, be attributed to the influence of drink. He had been for 9 or 10 years a driver in the service of the Waterford and Limerick Company and had joined the Waterford and Kilkenny Company on the 1st May. He was in possession of the latter Company's rules, and had for many evenings driven the 7 o'clock train from Maryboro', and was perfectly conversant with the working arrangements. His fireman told me that on the up journey he had seemed rather different from usual—more silent. On leaving his engine, he accompanied a ganger on the line to a public house who states that he saw him drink four half-glasses of whisky made into punch. The ganger then left him for about 40 minutes, returned for him to the public house, walked with him to the station, saw him get on his engine, and left him. He was able to walk steadily and this witness did not think him drunk on this occasion, nor had he ever known him to be so—a fact deposed to by other witnesses. On the day previous to the collision Dunn had complained to the assistant locomotive superintendent on the line of being overworked; but I should say without cause. He had also been talking with the station master on arriving at Maryboro' on the 30th about the disagreeable state of matters between the Waterford and Kilkenny and Waterford and Limerick Companies at Waterford, and seemed altogether somewhat discontented with his position. In this state of mind, I presume he must have drunk sufficient to have upset his reasoning powers and to have caused him to act in the reckless way he did. I was unable to examine him as he was, when I made the inquiry, undergoing a sentence of six months imprisonment for his offence.

The fireman of Dunn's engine was much to blame for transgressing the rule of the Company in leaving the engine unattended.

I beg to recommend that in order to make the working of the whole line uniform, a train staff be provided on the short section between Maryboro' Station and the loop, this being at present worked by a train porter.

I have, &c.
The Secretary of the Railway Department Board of Trade. C. S. HUTCHINSON, *Lieut.-Col. R.E.*

REPORTS

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of October, November, and December,

1867.

(PART SEVEN.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1868.

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1868.

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Board of Trade
(Railway Department),
Whitehall, 10th January 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Caledonian Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the double collision which occurred on the 23rd November last near Hamilton Junction on the Caledonian Railway.

I have, &c.
R. G. W. HERBERT.

The Secretary of the Caledonian Railway Company.

Board of Trade
(Railway Department),
Whitehall, 6th January 1868.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in obedience to your minute of the 30th November 1867, into the circumstances attending two collisions between a passenger train and two mineral trains which occurred on the 23rd November, near Hamilton Junction on the Caledonian Railway. This accident unhappily resulted in the death of one passenger, in a second having his leg, and a third his collar-bone broken.

Hamilton Junction is on the main line from the South Side station at Glasgow to Carlisle, about 5 m. 50 ch. from Glasgow; at this junction a branch line to Hamilton leaves the main line. The junction is provided with distant signals only, and no locking apparatus. The distant signal towards Glasgow is 420 yards from the junction, and is visible about 500 yards off to an approaching engine. The gradient rises 1 in 127 to a point about ¾ mile from the junction, after which the line is level. One mile fifty chains on the Glasgow side of the junction is Cambuslang station, and about ½ a mile from Cambuslang, nearer Glasgow, the Clydes siding junction signal box, each provided only with distant signals.

At about 7 a.m. on the 23rd November, a mineral train passed the Clydes siding pointsman, and proceeded to Hamilton junction to shunt; at about 7.10 two other mineral trains passed him, one close behind the other. The driver of the first of these two trains found the Hamilton junction distant signal against him as soon as he caught sight of it, which was not so soon as usual, owing to a fog which prevailed with more or less intensity along the line. Not being able to whistle it down, he nearly stopped his train, and went slowly past the post, up to the box and on to the next station, following the train which had been shunting at the junction, and to cover which the distant signal had been at danger. The driver of the latter of the two trains which had passed Clydes siding together, lost sight of the first train at Cambuslang station. At about 300 yards from the Hamilton distant signal he first saw it showing a red light, upon which he drew up sharp, and reduced his speed from 12 or 14 to about 6 miles an hour on passing the signal post, where he again nearly caught up the first train, and followed it till his engine was about half-way between the signal post and box. He then looked back, and seeing a passenger train approaching put on more steam. This caused a jerk which broke the couplings of the sixth waggon from the van, which latter was then about 20 yards outside the signal post. Just as this occurred the passenger train ran into the van.

This passenger train, consisting of two engines and tenders, a break van with a guard, two third-class, three first-class, one third-class break carriage, one van, one third-class, one first-class, one composite, and one third-class break carriage with a guard, had left South Side station, Glasgow, for Hamilton, at 7 a.m. It passed the Clydes siding pointsman at about 7.13, two or three minutes after the mineral trains. The Clydes siding distant signal was at caution when the passenger train passed it, and the pointsman also gave it a hand caution signal as it passed him. According to the Company's rule he ought to have kept his *danger* signal on for five minutes after the mineral trains had passed at 7.13, but thought himself justified in altering it to caution, as the mineral trains would not stop at Cambuslang station and the passenger train would. This train reached Cambuslang station at 7.15, and left it about a minute afterwards, the drivers receiving no caution either from the station-master or porter as to the mineral trains which had passed only three or four minutes before. On approaching Hamilton junction distant signal at the rate of about 20 miles an hour, the leading driver caught sight first of the tail lights of the mineral train, and immediately afterwards of the distant signal lamp showing a red light. By a prompt reversing of the engines and application of the breaks, the speed was reduced almost to nothing before the collision occurred, and the shock was very slight, breaking only one of the buffers of the van at the tail of the mineral train.

Almost immediately after this first collision, the second and far more serious one took place, from another mineral train, which was travelling tender first, running into the passenger train. This mineral train, consisting of a tender, engine, 21 empty waggons, and a break van, had reached Dalmarnock junction (between Glasgow and Clydes siding junction) from Dalmarnock at 7.10. Here the driver was detained to allow (as he knew) the 7 o'clock passenger train from Glasgow to pass. Two or three minutes after the latter had passed, he was allowed out on the main line and proceeded on his journey. He appears to have passed the Clydes siding junction four minutes after the passenger train; the pointsman thinking he was running past his signal, which was, according to his (the pointsman's) statement, at *caution* (not *danger*, though only four minutes had elapsed), faster than he ought, put down a fog signal on the rail opposite his box, which exploded on the engine going over it, and caused the driver to turn and look at the pointsman. The driver stated that this signal was not at caution but at all right; that on hearing the fog signal explode, he concluded that he ought to reduce speed, and accordingly shut off steam, but that immediately afterwards, seeing the Cambuslang distant signal at all right, he put it on again, and ran forward through Cambuslang station at about 10 miles an hour. He here received no caution, although the passenger train had left it only four minutes previously. He then increased his speed to about 16 miles an hour, and the first intimation he had of danger (the weather being still foggy) was seeing the tail lights of the passenger train outside the Hamilton junction distant signal. He had then time only to reverse and whistle for the guard's breaks, when the collision occurred. He and his fireman jumped off just beforehand, and escaped injury. The back of the tender was broken, but the engine was not at all injured. The train came to a stand in about a carriage length. The passenger train suffered severely. The third-class break carriage, the last in the train, from which the guard had happily just alighted, was completely destroyed, and of the passengers in it, one was killed and two severely injured; the bodies of the composite and first-class carriage next in order were lifted off their frames.

The prime cause of this accident was, without doubt, the non-observance of the Company's rule as

to the exhibition of a five minutes' danger signal, and a further five minutes' caution signal after a train's passing a signal station. The pointsman at Clydes siding and station-master at Cambuslang deserve blame for non-attention to this rule; and in a still greater degree the porter at Cambuslang, to whose act in putting his distant signal to all right, by his own acknowledgment, only four minutes after the passenger train had left (but what was more probably only half that time), and in giving no hand signal to the driver of the mineral train following, the occurrence of the accident may be chiefly attributed. It is impossible to acquit the driver of the last mineral train of all blame, or of at any rate great want of judgment, in not having been more influenced by the explosion of the fog signal at Clydes siding junction, knowing as he did that a stopping passenger train was just in front of him.

The guard of the passenger train had no time to go back and protect his train. The breaksman of the mineral train in front of it had gone back a few yards for this purpose, when the passenger train came up. The observance of the rule before alluded to, would probably have in both cases given time for the proper protection of the two trains.

I have, &c.

The Secretary
Railway Department,
Board of Trade.

C. S. Hutchinson,
Lieut.-Col. R.E.

CALEDONIAN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 19th February 1868.

Sir,

I am directed by the Board of Trade to transmit, for the consideration of the Directors of the Caledonian Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed to inquire into the circumstances connected with the collision which occurred on the 26th December last at Braidhurst, near Motherwell, on the Caledonian Railway, and to express a hope that the Directors will think fit to make the alterations in the signal arrangements at the Braidhurst Junction suggested by Colonel Rich, in the last paragraph of his report.

I am, &c.

The Secretary of the
Caledonian
Railway Company.

R. G. W. Herbert.

Dulwich, 15th February 1868.

Sir,

In compliance with the instructions contained in your minute of the 5th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision between a mineral train and a passenger train, that occurred on the 26th December 1867, at Braidhurst siding, close to the Motherwell engine depôt on the Caledonian Railway.

The train, which is timed to leave Carlisle for Glasgow at 8.20 a.m., proceeded all right as far as Motherwell on the day in question.

On leaving Motherwell it consisted of an engine and tender, a composite carriage, a horse box, a carriage truck, a horse box, a composite carriage, two milk trucks, a guard's van, two third class, two first-class carriages, a store van, a composite and a third-class break carriage, coupled in the order given. The down main line distant signal, at Braidhurst siding, (which is about a mile to the north-west of Motherwell station) was lowered to signify "all right" for the passenger train to pass, and the train was travelling at a speed of about 30 miles per hour. When the driver got within about 100 yards of the Braidhurst siding points he noticed a mineral train moving on to the main line from a siding which leads towards the engine sheds. He did his best to stop his train, but could not do so, and his engine came in collision with the tender of the engine attached to the mineral train, on the crossing between the siding and the main line.

The buffer beam of the passenger engine was broken, and the sides of all the carriages were damaged.

A van and a first-class carriage in this train were thrown off the rails, foul of the up line, but they were not capsized. None of the passengers complained of being hurt at the time, but one gentleman has since then complained of being shaken.

The mineral train that caused the accident consisted of an engine, which was moving with its tender in front, 10 or 12 empty and 2 loaded waggons. The tender of the mineral engine was thrown off the rails and damaged.

The driver of this train was shunting, and wanted to go from the siding at the west side of the main line to one at the east side. He whistled for the siding signal to be lowered, as he approached the signal-man's box, and proceeded slowly on to the main line. although the siding signal was not lowered.

His only excuse for this gross misconduct is, that he states that the signal-man held up his finger, and that he understood it to mean that he might cross over the main line.

He further states, that he had been in the habit of receiving hand signals when shunting across the main line.

This is denied by the signal-man. The collision was caused by the driver of the mineral train disregarding the signals.

I would suggest that the siding signals at Braidhurst junction be connected with the main line signals, so that the latter cannot be lowered at the same time as the siding signals, and that the main line up distant signal be moved further from the signal-man's box.

I have, &c.

The Secretary
(*Railway Department*),
Board of Trade.

F. H. Rich,
Lieut.-Colonel R E.

GLASGOW AND SOUTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 20th January, 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Glasgow and South-western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 14th ultimo to a train at the siding at Well Trees, on the Muirkirk Branch of the Glasgow and South-western Railway.

I am, &c.

The Secretary of the
Glasgow and South-Western
Railway Company.

R. W. G. Herbert.

Board of Trade,
SIR, *Whitehall, 14th January* 1868.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in conformity with your minute of the 18th ultimo, into the circumstances attending an accident which occurred on the 14th ultimo to a train on the Muirkirk Branch of the Glasgow and South-Western Railway, from its running on to a siding at Well Trees, and breaking down a wooden bridge intended only for carrying lime waggons. I regret to state that this accident resulted in the death of the driver and fireman of the engine, though no passengers were injured.

The Muirkirk Branch of the Glasgow and South-western Railway is a single line, leaving the main line at Auchinleck, having a station at Lugar and a terminus at Muirkirk. Numerous coal and other sidings join the line at various points. Between Lugar and Muirkirk occurs the Well Trees siding, leading to some lime works in the neighbourhood. The siding joins the main line by points, which are facing points for a train from Lugar to Muirkirk. These points are weighted to lie right for the main line, and are kept locked in that position by a padlock attached to a bolt; the same description of padlock is used at all the sidings, keys being in possession of the surfacemen, guards, and firemen. There are no signals of any description either at this siding or at a great many others which I passed on the branch. For a few yards from the points the siding is provided with the same rails, &c. as the line itself, but after this it becomes merely suitable for the transit of light waggons drawn by horses. About 100 yards from the points the siding crossed the course of a rivulet by means of a wooden bridge, strong enough for the traffic it was intended to carry, but much too weak for the passage of an engine over it. The banks of the rivulet are high and somewhat steep at the point where the bridge stood.

The train to which the accident occurred was composed of an engine, tender, seven empty coal waggons, two goods trucks, one empty pig-iron waggon, one break waggon, and two composite passenger carriages, with a guard's break compartment in the centre of the last carriage. It had left Auchinleck at 7 p.m. on the 14th ultimo, and Lugar at 7.5. The night was wet, dark, and stormy. All went right until the Well Trees siding was reached (at which time the speed was from 20 to 25 miles an hour), when the driver at once felt he had left the main line. He appears to have immediately reversed his engine, and the guard to have applied his breaks, but the speed was of course not materially checked before the bridge was reached. The left-hand girder broke into three pieces directly the weight of the engine came upon it, and the engine and tender both fell into the stream upon their sides, the boiler lying lengthwise across the current, and the tender nearly at right angles to the engine, both on the down-stream side of the bridge. The coal waggons, &c. were piled up on each other in the stream above the bridge and on the bank, and were nearly all more or less smashed; but the passenger carriages sustained no injury, and none of the passengers, of whom there were from 16 to 20, complained of being hurt. The driver and fireman fell with the engine and tender, and were found jammed in between them in the angle they formed with each other. After about 1½ hour's exertion, the guard, with some assistants, managed to extricate the driver, who was uppermost. His thigh was broken, he was otherwise burnt and injured, and died on the next day but one. During this hour and a half the night had continued stormy, and the stream rising, and the engine and tender having dammed its course, the water was gradually deepening where the fireman had fallen, and was being supported by some of the men in a half-lying posture. Notwithstanding every effort to release this poor man's legs, and divert the course of the stream from his face, it is the melancholy fact that in about half an hour after the driver had been removed, the water gradually rose and drowned him while lying in the guard's arms. He was got out the next morning, when the water had fallen, without much difficulty, and was found to have received but little apparent injury.

As to the reason why the points were open for the siding, it appears difficult to account for it on any other theory than that they must have been held open maliciously with the intent to cause an accident. All the evidence that I could collect went to show that the siding had been disused for six months; the lock had been seen on the bolt which passes through the switch handle at 10 a.m. on the day of the accident; a train from Muirkirk had passed over the points at about a quarter to six, showing that they could not at that time have been kept open by a wedge or block; and at about a quarter past six on the same evening (or about an hour before the accident occurred) the points had been observed by a watchman, who was passing along the line with a lamp, lying right for the main line. Shortly after the accident occurred, both the guard and a permanent way man examined the points and found them uninjured, and lying right for the main line. The padlock was lying on the switch box, and the bolt resting against it; no violence appearing to have been used to open the padlock. The switch handle might have been held either by hand, or by a cord from the far side of the fence, the night having been so dark as to have rendered either plan feasible without risk of detection.

A reward of 250*l.* (100*l.* by the company, 50*l.* by the servants of the company, and 100*l.* by the county), has been offered for the discovery of the supposed offender.

Had this siding been provided with signals arranged so that the points could lie open for the siding only when the main and distant signals were at danger, or even had there been only a signal working with the points, and had the signal lamps been lit, it would have been far more difficult for a malicious person to have caused this accident. As, however, the siding was not in use, the lamps would probably not have been lit; and in such cases of unused sidings, the only safe plan seems to be the removal of the points.

I have, &c.
C. S. HUTCHINSON,
Lieut.-Col. R.E.

The Secretary
Railway Department,
Board of Trade.

GREAT NORTHERN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 1st January* 1868.

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred near Knottingley on the Great Northern Railway, on the 14th November last.

I am, &c.
C. CECIL TREVOR.

The Secretary of the
Great Northern
Railway Company.

Board of Trade
(*Railway Department*),
SIR, *Whitehall*, 28*th December* 1867.

IN compliance with the instructions contained in your minute of the 13th instant, I have the honour to report, for the information of the Lords of the Committeed of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred near Knottingley, in consequence of the Great Northern express, which leaves London at 10.0 a.m., overtaking a Great Northern train of empty waggons about three quarters of a mile to the south of Knottingley station.

Only one passenger is reported to have complained of injury. He was examined by a medical man, and proceeded to Malton. The guard of the train of empty waggons, had his knee dislocated and his shoulder bruised. He could not attend the inquiry. The guard of the express was slightly shaken.

On the 14th November 1867, a pick-up goods train belonging to the Lancashire and Yorkshire Railway Company left Doncaster for Knottingley at 12.19 p.m. It was followed at 1.2 p.m. by the Great Northern express, which left London at 9.0 a.m. and passed the pick up goods train at Norton station.

At 1.7 p.m., a train of empty goods waggons, belonging to the North-Eastern Railway Company, followed the Great Northern express from Doncaster; at 1.13 p.m. a Great Northern special train of empty waggons followed the North-Eastern train; and at 1.48 p.m. the Great Northern express, which left London at 10.0, a.m., followed the Great Northern train of empties.

The Lancashire and Yorkshire pick-up goods train, stopped at the stations between Doncaster and Knottingley to do its work, and the North-Eastern and Great Northern trains of empties were close behind it, when it reached Knottingley. The Great Northern special train of empties left Womersley (which is the first station south of Knottingley) at 1.42 p.m. The Great Northern express passed that station at 2.2 p.m.

The day was foggy and the atmosphere was particularly thick between Womersley and Knottingley. There are a number of limekilns close to the railway on this part of the line. The driver of the Great Northern train of empties was approaching the distant signal at the south side of Knottingley, cautiously, at about eight miles per hour, when this train was overtaken and run into by the express, which was travelling at a speed estimated by the driver, as 15 miles per hour, and by the guard, as 16 to 20 miles per hour.

In clear weather, the distant signal at the south side of Knottingley station can be seen by a driver for about a mile before he reaches it, but on the day in question it appears from the evidence that the weather was so thick, that objects could not be seen more than 60 to 80 yards distant.

The collision took place about 400 yards south of the Knottingley south distant signal.

The Great Northern train of empties consisted of an engine and tender, 50 waggons, and a guard's van. The express train consisted of an engine and tender, a guard's break-van with a guard in it, two composite, two first-class, and a second-class carriage, coupled in the order given.

The guard's van and 11 waggons at the end of the train of empties were thrown off the rails and partly broken up. The driver of this train was not aware of the collision until he got into Knottingley station and was told that he had left part of his train behind.

The buffers of the engine of the passenger train were the only parts of that train that were damaged. None of the vehicles left the rails, and the permanent way was not broken.

The driver, fireman, and guard of the passenger train state, that they were not aware of the danger, till their train was within 100 yards of the van at the tail of the train of special empties.

I submit, that the block system of telegraph should be adopted, on a line which is used by so many Companies, and where trains of all sorts follow each other so closely.

I have, &c.
F. H. RICH, R.E.,
Lieut.-Col. R.E.

The Secretary of the Board of Trade, Railway Department.

GREAT NORTHERN RAILWAY.

Board of Trade,
(*Railway Department*),
SIR, *Whitehall*, 10*th January* 1868.

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident that occurred to a passenger train on the 16th November last at the Seven Sisters station on the Great Northern Railway.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Great Northern Railway Company.

The Woodlands, Dulwich,
SIR, 6*th January* 1868.

IN compliance with the instructions contained in your minute of the 13th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances, which attended the accident, that occurred on the 16th November, at Seven Sisters station, on the Great Northern Railway.

Three persons are reported to have complained of being hurt. One was cut in the head by the lamps of the carriage falling on him, and the other two complained of being shaken.

A train, which consisted of an engine and tender, a guard's van, a second, three first, a second, a composite, a horse box, a guard's van, two first and a second-class carriage with a break compartment, coupled in the order stated, left Hitchin for London at 3.21 p.m. on the day in question.

There were three guards with the train. The proper time for leaving Hitchin was 3.13 p.m., and the train was due in London at King's Cross station, at 4 p.m.

The train proceeded all right to the north side of Seven Sisters station, where the Edgware line joins the Great Northern Railway. It reached this point, which is about 2½ miles from King's Cross, about 4.3 p.m. Immediately after passing the junction, the driver's bell (which had a cord attached to it from the guard's van at the tail of the train) was sounded, and he felt a slight jerk. On looking round, he saw a carriage at the tail of his train jumping on the ballast. This was the carriage that had been third from the tail of the train. The last two carriages had broken away from the train, and had been left at the north side of Seven Sisters station.

The driver, who was travelling at 15 to 20 miles per hour at the time of the accident, pulled up his train as soon as possible. It was brought to a stand, with the last vehicle a little way to the south of the signal box, at the south side of the Seven Sisters station, about 300 yards from where the other vehicles got off the rails.

The points and signals at the Edgware branch

junction are constructed on the locking principle. There are four main lines from this point southwards. Two of these are called the fast up and down lines, and are intended for the main line trains. The other two are called the slow up and down lines, and are intended for the local or stopping traffic, and for goods. The accident occurred just after the third carriage from the tail of the train had passed over the points, where the slow up line diverges from the main fast up line. The first mark of anything being off the rails, appears to have been seen about 29 yards south of these points. There is an under-bridge at the south side of the Seven Sisters station. The two last carriages of the train appear to have been dragged over the wrought-iron girder of this bridge. The hind wheels and axle of the third carriage, from the tail of the train, were torn off by striking against the girder. The axle was bent and broken off at the journal, and the north end of the girder was cut and damaged. The couplings of this carriage held on, and it was dragged forward with the train. The couplings between it and the carriage next behind it gave way, and this second last carriage came to a stand at the south side of the under-bridge and at the north end of the station, in the six feet, between the local and main up lines. The second-class guard's van next to it, remained coupled to it, and came to a stand, with all its wheels on the local up line.

John Westmorland, who was working the points and signals in the Edgware branch junction box at the time of the accident, has been ten years in the Company's service, and has been employed for eight years as signalman. He was brought from Southgate to learn the duty at Edgware branch junction, under Rollings, who was on duty in the box, superintending the working, at the time of the accident.

The regulations of the Great Northern Railway Company contemplate that the signalman shall raise the home signals to danger while the train is passing. The Company consider that the delay of allowing a train to pass clear of the junction or station before putting back the signal to danger, would in many cases, risk the danger of a collision by a following train. Westmorland, after passing the train on to the fast up line, did raise the home signal on the day in question, while the train was passing under his hut, and before it had got clear over the points. He states that he did not touch the point-lever. Rollings and Mr. Condon (an officer of the Great Northern Railway Company), who were in the hut at the time, did not see Westmorland touch the point-lever. The act of raising the signal to danger releases the points, which are locked when the signal is lowered; and I think, that Westmorland followed the action of raising the signal by moving the points. It is quite possible that he may have done so without being seen by the other persons in the box.

My reasons for supposing this to have been the case are, that the bending and breaking of the axle appear to have been done on the girder of the bridge, after the carriage got off the rails; the damages are not such as would occur in ordinary running. The position of the first mark on the permanent way appears to show that it was made by a vehicle dragged off the slow up line, by being attached to one travelling on the fast up line; and, lastly, the second-class van at the tail of the train being brought up standing on the slow up line, shows, that in all probability it took that road, when passing through the junction points.

The practice on the Great Northern Railway of raising the signals before a train has passed is objectionable, as releasing the points, and, therefore, liable to lead to accidents of this kind. With reference to its being necessary to avoid the delay in warning following trains, I can only say, that trains cannot, under any circumstances, follow each other so closely without great danger of collision.

The Great Northern Railway Company have met the objection to raising the signal while trains are passing the Edgware branch junction box, by placing Edwards's patent locking apparatus at the points.

This arrangement renders it impossible for the signalman to move the points while a train is passing over them.

I have, &c.
F. H. Rich,
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

GREAT NORTHERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 2nd January 1868.

Sir,

I am directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 21st November last, at the Peterborough Station of the Great Northern Railway.

I have, &c.
R. G. W. Herbert.

The Secretary of the
Great Northern
Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 30th December 1867.

Sir,

In compliance with the instructions contained in your minute of the 12th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision between a down express train and a van attached to a pilot engine, that occurred at Peterborough station on the Great Northern Railway. Seven passengers are reported to have complained of being shaken. The driver and fireman of the passenger train and the fireman of the pilot engine were also shaken.

An express train left King's Cross station at 5.25 p.m. on the 21st November 1867. After passing Hatfield it consisted of an engine and tender, a guard's van, a first, a second-class, a composite, a second, a first-class, a composite, another first-class, a composite carriage, and a guard's van, coupled in the order given.

The train reached Peterborough about 7.10 p.m., and as it was passing the signal box at the south side of Peterborough station, it ran into a van, which was attached to a pilot engine, for the purpose of being shunted to the goods yard at the south side of the station.

The up and down goods lines in the north goods yard at Peterborough station, and various sidings connected with them, are placed on the west side of the up and down passenger lines. The goods lines join the passenger lines opposite the Stamford Road signal box, at the south end of the station. The points and signals of the junction are arranged on the locking principle. A short distance on the north side of the junction a new cross-over road has been laid, to enable engines and other vehicles to be taken from the north goods yard to the south goods

yard, without passing over the passenger lines. This new cross-over road is connected with the up and down goods lines, and with a line called "the north shunting line" (that lies between them), by three pairs of points, all of which stand open for the passenger lines. The lever handles of these points are in the signalman's box, but not properly locked with the junction signals.

The pilot engine arrived at Peterborough from New England station about 6.40 p.m. When the signalman came on duty at 7 p.m. on the day in question, it was standing on what is called the up goods line in the north yard.

This engine was sent by the foreman shunter of the north goods yard to fetch a truck of pigs out of one siding and a break van out of another, to convey them to the south goods yard.

The truck of pigs was taken on behind and the break van in front of the pilot engine. The engine returned between the truck of pigs and the break van on the down goods line.

The driver, on approaching the Stamford Road junction box, whistled for leave to cross to the south goods yard, intending to do so by the new cross-over road, without fouling the main lines. The signalman in the Stamford Road junction box had already lowered the junction signals for the 5.25 p.m. express, but he pulled over the points of the up goods line and of the north shunting line, so as to allow the pilot engine to pass from either of those lines on to the new cross-over road, and he gave the driver of the pilot engine a signal to come on, by means of his hand lamp.

The signalman thought that the pilot engine was standing on the up goods line. It was customary to pull the points of the north shunting line at the same time as those of the up goods line. As the junction of the up goods line and of the north shunting line is so near the slip points leading from thence on to the new cross-over road, both were pulled to avoid any mistake being made by the signalman as to which of these two lines the engine waiting to pass out was standing on. In the present case, the pilot engine was not on either of these lines, but was standing on the down goods road, and as the normal position of the slip points, was, to stand open for the main line, the engine driver, on getting the signal from the junction man to advance, ran out on to the main down passenger line, instead of being turned, as he expected to be, on to the new cross-over road.

The 5.25 p.m. down express train had just passed the ticket platform, at the south side of Peterborough station, as the pilot engine pushed the van on to the main line.

The man in charge of the gates of a public level crossing, close to the Stamford Road signal box, saw the mistake immediately, and after calling to the driver of the pilot engine he ran out and did his best to stop the passenger train. The signalman in the Stamford Road box also detected his mistake at once, and threw up the signals to stop the express.

The driver of the express, stated, that he was travelling about 12 miles per hour when he first observed the van, and immediately afterwards he noticed the gate man signalling to him to stop. He reversed, whistled for the breaks, and had reduced his speed to about eight miles per hour, when his engine struck the van.

The driver of the pilot engine had also had time to stop his engine, and to start it on the move backwards before the collision occurred.

The van was broken. The porter who had been assisting with the shunting, and who was in the van, had time to jump out before the collision occurred. The life guards and buffer heads of the pilot engine were broken. The smoke box and buffers of the passenger engine were damaged. None of the vehicles of the passenger train left the rails.

The look-out of the driver of the pilot engine was obstructed by the van that he was pushing in front of him.

The accident was the result of a mistake on the part of the signalman, in supposing that the pilot engine was standing on the up goods road, when it was on the down goods road. There was no light on the van to enable him to distinguish it clearly, and the normal position of the points leading on to the passenger lines was such as to render such an accident probable.

I recommend that the normal position of these points be reversed, and that signals be provided for each siding which is connected with the passenger lines; that these signals and all points which can lead on to the passenger lines be arranged so that when the points are open so as to lead on to the passenger lines, the signals belonging to the passenger lines cannot be lowered; and that all the sidings, goods, and passenger lines be controlled by signals, so arranged that no two signals can be lowered at the same time that can cause a collision.

I have, &c.

The Secretary,
Board of Trade,
Railway Department.

F. H. Rich,
Lieut.-Col. R.E.

GREAT WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 22nd January 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Ruabon station on the Great Western Railway on the 22nd November last.

I have, &c.

The Secretary of the
Great Western
Railway Company.

R. G. W. Herbert.

Board of Trade,
Whitehall, 16th January 1868.

Sir,

In compliance with the instructions contained in your minute of the 5th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision, that occurred on the 22nd November 1867 at Ruabon station on the Great Western Railway.

One passenger had a rib broken, and two others have complained of being shaken.

A train, consisting of an engine and tender, a second, two first, a second-class carriage, and a guard's van, coupled in the order given, left Chester at 8.21 p.m. on the day in question.

The train left Chester six minutes late, in consequence of the train from Birkenhead being late.

It proceeded all right to Ruabon, having stopped at all intermediate stations. The driver could not pull up at Ruabon station platform, but ran past, at a speed variously estimated at five to ten miles per hour, and his engine came in collision with the engine of a goods train on a crossing, about 80 yards south of the Ruabon station signals.

The goods engine was moving in the opposite direction, and was attached to a train of 40 empty waggons, which it was pushing back on to the down line, so as to clear the up line of rails for the passenger train.

The collision took place between 9.9 p.m. and 9.12 p.m. 9.6 p.m. was the proper time for the passenger train to arrive at Ruabon station.

The goods train arrived at Ruabon at 8.53 p.m. The driver stopped at the station platform on the up line to take water, and the signalman on duty endeavoured to find out at the station telegraph office, whereabouts the up passenger train was, which was due to arrive at Ruabon at 9.6 p.m. He proposed to send the goods train forward to Gobowen, if the passenger train was much behind its time. He failed to obtain any information on the subject at the telegraph office, and therefore he decided to shunt the goods train. He left the station and the station distant signal at danger, and proceeded to shunt the goods train. A little delay occurred in getting the goods train back, after it had gone forward, so as to get the hind van clear of the cross-over road at the south side of the station. All the waggons had been pushed back over the cross road on to the down line, and the goods engine was on the crossing, when the engine of the passenger train struck the goods engine at the fire box.

The leading wheels of the passenger engine were thrown off the rails, but none of the other vehicles of either train left the rails. The leading axle of the passenger train engine was bent, and the framing was broken. The goods engine was also damaged, and the empty waggons became uncoupled by the shock.

Neither of the drivers or firemen were injured, but the guard of the passenger train was bruised in the side, and three out of the twenty passengers in the train complained of being hurt.

Ruabon station is protected to the north by signals on the station platform, and a distant signal on the junction signal post at Garden Lodge junction, which is about 312 yards from Ruabon station signals.

Garden Lodge junction is the place where a mineral line joins the line from Chester to Shrewsbury. There is a hut for the signalman at the junction, and he is provided with junction and distant signals for the passenger lines, and a distant signal for the mineral branch. The main line distant signal to the north of the junction is placed 670 yards from the junction hut.

The line rises from the north distant signal, on a gradient of 1 in 100, for 220 yards towards the junction station, then falls 1 in 314, to a place 156 yards south of Ruabon station.

The regulations are, that the signalman at Garden Lodge junction shall keep his "up line" signals at "danger" so long as there is anything on the up line within sight of his hut.

He can see as far south as Ruabon station platform. He is directed only to lower his up signals to "all right" when the Ruabon station signals show "all right," and to lower his up line distant signal, and keep his up junction signal at caution, so long as the station signals are at danger.

The junction distant signal was lowered to all right, the junction home signal was at caution. The Ruabon station distant signal, which is on the junction post, was at danger, and the Ruabon station signal was also at danger on the 22nd November 1867, when the passenger train ran past these signals.

The driver has been driving for more than 20 years, and for 15 years of that period he has been driving passenger trains. He bears an excellent character, and it is stated that he has never met with an accident before. The night was dark, and the rails are said to have been in a very greasy state. The driver had shut off steam, and the fireman and the guard had applied their breaks as usual before reaching Garden Lodge junction. They had, therefore, no more break power to put on, when the driver found that he was running past the platform.

The latter states that he tried to reverse his engine, but in doing so he slipped; the lever sprang back, the slide regulator opened, and the engine jumped forward, and he could not stop before it struck the goods engine.

The accident was caused by the driver approaching Ruabon station at a speed which prevented his having the necessary control over his engine and train.

As all trains stop at Ruabon, the present system of working the signals ought to be sufficient for the safety of the trains, if proper attention is paid to the signals by the drivers; but it would not be sufficient for its safety if trains were not timed to stop there. In the latter case the Garden Lodge junction signals should repeat the station signals. It would be an advantage if the signals were arranged on the locking system, and if home signals were supplied to the junction, for the branches as well as for the main line.

I have, &c.

The Secretary,
Railway Department,
Board of Trade.

F. H. Rich,
Lieut.-Col. R.E.

GREAT WESTERN RAILWAY.

Board of Trade,
(Railway Department,)
Whitehall, 21st January 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the Report made by Colonel Rich, R.E., on the accident which occurred on the 30th November last to a goods train when passing over the Pencardrain viaduct, and of his inspection of the embankment constructed in lieu of the viaduct.

I am, &c.

The Secretary of the
Great Western
Railway Company.

R. G. W. Herbert.

Board of Trade,
Whitehall, 17th January 1868.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with your minute of the 17th ultimo I have examined the new embankment on the Vale of Neath Railway.

It has been constructed alongside and in lieu of the Pencardrain viaduct, the timber piles of which were commencing to decay at the ground level.

The new bank is about 500 feet long. It carries the railway over a small ravine, and is formed on a very steep side of the hill. At present it appears to be standing well; but I consider that water may accumulate between it and the hill, and thus render it liable to slip. I recommend that a shaft or drain be made under the base of the new bank, to take the surface and underground water that runs from the hill.

The old viaduct consisted of six spans of fifty feet, and two land openings of rather larger span.

The third opening at the east end of the viaduct had sunk about two feet. This appears to have been caused by the upright beams that supported the longitudinal timbers having decayed at the level of the ground. They are now buried in the new bank, and I could not examine them.

A train, which consisted of an engine and tender, 24 loaded and 37 empty waggons, was proceeding from Aberdare to Swansea on the 30th November 1867. The driver, fireman, and three guards were in charge of the train.

From the evidence it appears that the train was proceeding at a speed of about eight miles per hour, and that while passing over the Pencardrain viaduct the fifth waggon from the engine left the rails, and about 29 others were also thrown off the rails. Sixteen of these waggons were smashed, and seven were damaged. The accident occurred about 7.15 a.m., on the fourth span from the east end of the viaduct. Both lines were blocked by the waggons thrown off. According to the evidence the viaduct does not appear to have given way, but the floor of the viaduct was cut through by the waggons that were thrown off.

It is impossible now to ascertain what caused the accident. It is stated that the road was in good order, and there appears to be no reason to think that the rate the train was travelling at the time that the accident occurred was other than moderate.

It is possible that the viaduct may have moved while the train was on it, in consequence of the weight of the new bank pressing on it; or that some part of one of the waggons in the front part of the train may have broken and led to the accident.

None of the servants of the company were injured.

The gradient of the line for 1½ mile east and 3½ miles west of the Pencardrain viaduct falls 1 in 50 towards Swansea. The curve on the old viaduct had a radius of 30 chains. The curve on the new bank has a radius of 25 chains.

I have, &c.

The Secretary,
Railway Department,
Board of Trade.

F. H. Rich,
Lieut.-Col. R.E.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 30th December 1867.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company [Great Western Railway Company], the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 16th ultimo at Sedgley Junction, on the London and North-Western Railway, between a Great Western passenger train and a London and North Western goods train.

I have, &c.

C. Cecil Trevor.

The Secretary of the
London and North-Western
Railway Company.
The Secretary of the
Great Western
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 17th December 1867.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have, as ordered by your minute of the 30th ultimo, inquired into the circumstances connected with a collision that occurred on the 16th ultimo, between a Great Western passenger train and a London and North-Western goods train, between Sedgley junction and Dudley Port, on the London and North-Western Railway, whereby one passenger was killed, and eight others, and three servants of the Great Western Company, more or less seriously injured.

At Sedgley junction a high and low level line (belonging to the London and North-Western Company) from Dudley Port to Dudley unite, the former joining the Stour Valley line at Dudley Port, and the latter coming up from Great Bridge, where a Great Western line (from Birmingham) joins it, whence this latter company has running powers to Dudley. The low level line from Dudley Port to Sedgley junction rises at the rate of 1 in 60, and curves away to the right, the line being hidden from the view of the signalman at the Dudley Port cabin by a wall retaining the high level line, just at the distant signal post, which carries distant signals both from Dudley Port station and the Sedgley junction box, it being about 400 yards from the former and 350 yards from the latter. A blind siding enters the up line from Dudley Port to Sedgley junction, about 75 yards on the junction side of the signal post, the points being weighted to *lie right for the main line, and against the siding.*

On the morning of the 16th November a London and North-Western goods train, consisting of a six-wheel coupled engine and tender, 21 full and 8 empty waggons, a break-van, with a guard and breaksman in it, and a six-wheel coupled bank engine and tender at the back of the train, left Great Bridge station for Dudley about three quarters of an hour late. It passed the Dudley Port signal cabin (not having to stop at the station) at 7.44, proceeded up the bank, and stopped with the leading engine opposite to the Sedgley junction signal cabin, having to leave seven waggons in a siding on the high level line. The breaks of both tenders and the guard's van were at this time on, but the loop for securing the break handle of the guard's van was broken (and had been so for two months without having been reported), so that the break wheel could fly round, when not held, and release the break blocks. On the train stopping, the guard left his van and proceeded to the front of the train to direct the shunting operations; finding that the train had gone too far ahead, he stated that he signalled both drivers back about 70 yards, stopping them again by signal, that he then waved back the leading driver to slacken the couplings, uncoupled the seven front waggons, and then accompanied them and the front engine into the siding, having first observed that the remainder of the train was standing still. This latter statement was denied by the driver and fireman of the bank engine, who stated, that while the train was backing down the incline and had *nearly* stopped, the waggons at the front were uncoupled, and that the remainder, being free from the control of the front engine, came back upon the bank engine with such force as to drive it down the bank with increased speed, notwithstanding that the tender breaks were hard on. The driver, finding that he could not stop, put his engine into forward gear, and put on steam. He also whistled for the breaksman who had gone up to the high level to assist in shunting, and observing that the *guard's break was off*, ran along the outside of his engine, got into the van, and put it on. The breaksman on hearing the whistle ran down to the waggons, put a sprag through a wheel of one of the centre ones, and pinned down about nine breaks, the blocks of some of which were worn out and did not bite. By these different appliances the train had been almost brought to a stand about half-way between the distant signal post and the Dudley Port signal cabin, when it was run into by a Great Western passenger train. This train, consisting of an engine and tender, van, third-class, first-class, third-class, and second-class break-carriage with guard, had left Birmingham at 7.20, and Great Bridge at 7.47, one minute late. It passed the Dudley Port signal cabin (not having stopped at the station) at 7.53, nine minutes after the goods train, at a speed estimated by the driver at from 20 to 23 miles an hour, but which was probably considerably greater; the signalman at Dudley Port had lowered his signal for it to pass, not knowing that the goods train had stopped on the bank near the junction to shunt. On

turning round after doing so, he saw a train coming round the curve down the bank, but thought it was on the down line. The Great Western engine then passed his cabin; the driver whistled twice for the junction distant signal, which is then first seen, and just as he was in the act of whistling the third time he saw that the approaching train was on his own line of rails. He had shut off steam on first whistling (to enable him to stop at the distant signal if necessary), and he now immediately reversed his engine, put on steam, told the fireman to put on his break, and whistled for the guard's break. The speed had thus been considerably reduced when the collision took place. The driver of the passenger engine was badly hurt, the fireman was knocked down on the foot plate, but managed to jump off and escaped without much injury. The driver and fireman of the bank engine jumped off just before the collision.

The Great Western engine had its leading wheels knocked from under it, one pair of tender wheels were off the rails, the end of the break-van was knocked out, a third-class carriage broken up, and the end of a first-class carriage damaged. The trailing wheels were knocked from under the bank engine's tender; both engine and tender were off the line, and a coke waggon considerably damaged.

The immediate causes of this accident were, in my opinion, the defective state of the break in the van of the goods train, which did not hold its own, and the omission of the breaksman to put sprags in the waggon wheels, and pin down the breaks while the train was standing on the bank. The signalman at Dudley Port is to blame for not having given the caution signal to the Great Western train, which, by rule 23 of the London and North-Western rules and regulations, should be exhibited for 10 minutes after a train has passed. He also should have known that the goods train he saw coming down the incline could not be on the down line or it would have been signalled to him from Dudley. The accident would, in all probability, never have occurred had the very simple precaution been adopted of weighting the points of the blind siding, before alluded to, to lie open for the siding, instead of for the main line. Had this been the case the goods train would have run into the siding, and the passenger train could have stopped at the distant signal post, if necessary. If the alteration to these points, to which I drew attention on the spot, has not already been made, it should be effected without further loss of time. By rules 190 and 237, it is provided that "goods, &c. trains "are always to give way to passenger trains by going "into the nearest siding, and the breaksman is to "make himself acquainted with the time of the passenger and fast goods trains; and when likely to be "overtaken, will instruct the engineman immediately "to shunt into a siding, out of the way of the approaching train, and in passing warn the signalman "of their intention." Had the guard or breaksman obeyed these rules in the present instance this accident would have been prevented.

It seems to be very desirable that there should be a gong or telegraphic communication between the Sedgley junction cabin and the Dudley Port signal cabin, so that the signalman at the latter may be informed when a goods train is shunting at the junction, and be thus enabled to caution a following train.

Though not immediately connected with the accident, I think it right to direct attention to the fact that the Sedgley junction cabin is not provided with any locking apparatus.

I have, &c.,

The Secretary of the Railway Department, Board of Trade. — C. S. Hutchinson, *Lieut.-Col. R.E.*

London and North-Western Railway, General Manager's Office, Euston Station, London, N.W., 24th January 1868.

Sir,

Referring to your letter of 30th ultimo, enclosing copy of Col. Hutchinson's report upon the collision near Sedgeley Junction on the 16th November 1867, I beg to state that these communications have been carefully considered by the officers of this Company, and subsequently by our Directors, who instruct me to reply.

The recommendation contained in the report of the inspecting officer to alter the system of weighting points leading out of the main line into the siding, so as to make them stand open for the siding, instead of, as is the general practice, open for the main line, involves so many serious objections (such, for instance, as the great risk of trains being thrown off in the case of single line working arising out of a block on the opposite line), that we fear the risk would be increased rather than diminished by the adoption of Colonel Hutchinson's recommendation.

I have, &c.,

The Secretary, Board of Trade, Railway Department, Whitehall. — W. Cawkwell.

Board of Trade (Railway Department), Whitehall, 7th February 1868.

Sir,

With reference to your letter of the 24th ultimo, relative to the collision at Sedgeley Junction on the 16th November last, I am directed by the Board of Trade to transmit to you the enclosed copy of observations on the subject by Colonel Hutchinson to whom your communication was referred.

I have, &c.,

W. Cawkwell, Esq., General Manager, London and North-Western Railway Company. — C. Cecil Trevor.

I have carefully considered Mr. Cawkwell's remarks on the danger arising from weighting the points on the Dudley incline to lie open for the blind siding. There is no doubt that such a danger would exist, without proper precautions were taken in event of the up line having to be used as a single line. But, inasmuch as the risk from runaway waggons is a *constantly* recurring one, and the danger from working a single line is only likely to happen *at long intervals* (when proper precautions as to these points would naturally be taken), I still think that, in the case in question, these points should be weighted to lie open for the siding, as would be done supposing the spot in question was a station on an incline, as pointed out by the requirements of the Board of Trade. In confirmation of my view, I may state that there is now an application from a railway manager to one of the inspecting officers, requesting permission to use a blind siding with points weighted to lie open for the siding, under circumstances almost analogous to the one in question.

C. S. Hutchinson,
Lieut.-Col. R.E.
4th February 1868.

London and North-Western Railway, General Manager's Office, Euston Station, London, N.W., 10th February 1868.

Sir,

Referring to your letter of the 7th instant, covering copy of Colonel Hutchinson's remarks upon the statement contained in my letter of the 24th ultimo.

I have also given much consideration to the suggestion of Colonel Hutchinson as to the blind siding on the Dudley Incline, and, although I am an advocate for trap sidings where they can be safely applied, I am still of opinion that it would not be advisable to adopt the proposal in the case referred to.

I have, &c.,

The Assistant Secretary, Railway Department, Board of Trade, S.W. — W. Cawkwell.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 1st February* 1868.

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred near the Wigan station on the 14th December last.

I am, &c.
The Secretary of the London and North-Western Railway Company. R. G. W. HERBERT.

Board of Trade
(Railway Department),
SIR, *Whitehall, 28th January* 1868.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in conformity with your minute of the 28th ultimo, into the circumstances attending a collision which occurred on the 14th ultimo, from a passenger train running into a goods train standing in a siding near the Wigan station of the London and North-Western Railway. This accident resulted in eight persons being severely injured, and 14 others (including the driver and fireman of the passenger train) being less seriously hurt.

About 450 yards south of Wigan station there was at the period of the above accident a pair of facing points leading from the down line to a siding forming the main approach to the Wigan goods yard. This goods yard is on a much lower level than the main line, and the siding consequently has a sharp inclination downwards. The points as well as the signals for the protection of the main line, were worked by a pointsman from a raised box close to them, but they were not interlocked, nor was there any point indicator attached to the points, nor any means of preventing a goods driver coming out of the siding on to the main line, if from stupidity or carelessness he disobeyed the pointsman's orders. Alterations in connection with this yard have been for some time in progress, and would have been completed long since but for the difficulty of procuring land. Between the date of the accident and that of my inquiry, the facing points had been removed, and improved arrangements introduced, as regards signals and points, in connection with the goods yard.

At about 7.30 p.m. on the 14th December a goods train commenced shunting through the points leading from the main down line to the goods yard, passing through them about 20 times. While this was going on, the points, which were weighted to lie right for the main line, had been kept open for the siding by wedging the lever handle into a notch in a quadrant on a stage outside the pointsman's cabin. At about 8.25, a passenger train from Manchester being signalled by telegraph from Spring's Branch, the pointsman directed the shunting to cease, and the driver of the goods train put his waggons into the siding, remaining at the head of them, tender first. The point lever was then released, and flew back to the position it always occupied when the points were lying right for the main line, with rather more force than usual in *dry* weather, but in the way it usually did in *wet* weather, such as that on the night in question. After this about two minutes and a half elapsed before the passenger train arrived. During this time the pointsman stated most positively that he had not fixed the lever handle by means of a wooden rod, as it was his habit to do when the points were not likely to be wanted for the goods yard, (as they would be again after the passenger train had passed,) and the driver declared that he did not leave his siding.

At about 8.30 (correct time), a passenger train from Manchester to Wigan, consisting of a tank engine, running chimney first, two third-class, two composite carriages, and a guard's van approached the Wigan goods yard points, the signals being all right, (the pointsman holding the point lever with his left hand, and giving a hand signal with his right), at a speed of from 25 to 30 miles an hour, and dashed into the siding. The driver had barely time to reverse before his engine struck the tender of the goods engine. The passenger train seems to have been at once brought to a complete stand, the driver and fireman being both thrown down on the foot plate, and a good deal shaken and bruised. The engine had its leading and trailing wheels knocked from under it, the smoke box knocked in, and it was otherwise damaged. The two third-class carriages were much broken up, and as before stated, about twenty passengers more or less seriously hurt.

The driver and fireman of the goods train were off their engine at the time of the collision, and so escaped without injury. The train, (which had its breaks on on account of the incline,) was driven back about 12 yards, the tender was thrown off the rails and much damaged; the engine had one buffer broken, and two or three waggons were smashed.

On examining the points immediately after the accident, it was found that the point lever was broken in the swan neck, close to the points, where the metal was in a state of unequal tension, from the sharp bend the rod had received in manufacture. The quality of the metal at the point of fracture seemed good. The rod was also bent. The only probable way of accounting for the fracture is to suppose that the pointsman must have fixed the lever on his stage, in the way he was in the habit of doing when the points were set right for the main line, and that after having done so, and perhaps gone into his hut, the goods driver must, during the two or three minutes that elapsed before the passenger train arrived, have taken his engine through the points without the knowledge of the pointsman, forcing them open, and thus breaking and bending the point lever. This theory is opposed to the evidence of the driver and pointsman; but it was, of course, hardly to be expected that they would incriminate themselves.

This accident shows the importance of providing facing points, with point indicators, working directly with the points. Had there been one in this case, the pointsman would have been made aware of the state of the points in time, probably, to caution the coming train, and the driver would also have received some warning of what was before him. The companies complain of the constant breakage of the glass in the lamps of the present form of indicators, from the passing of trains through the points; and it behoves the signal manufacturers to direct their attention to remedying this defect.

The importance of safety points attached to sidings, and interlocked with signals, in order that the pointsmen may have direct control over the movements of goods drivers, is also pointed out by this accident.

I have, &c.
The Secretary (Railway Department), Board of Trade. C. S. HUTCHINSON, *Lieut.-Col. R.E.*

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 8th February 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Bletchley Junction on the London and North-Western Railway on the 21st December last.

I have, &c.,
R. G. W. HERBERT.

The Secretary of the London and North-Western Railway Company.

Railway Department,
Board of Trade,
Whitehall, 6th February 1868.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in compliance with your minute of tne 6th ultimo, into the circumstances attending a collision at Bletchley Junction on the London and North-Western Railway, between a down express passenger train and a cattle train, on 21st December 1867. This accident resulted in one of the guards of the passenger train having three ribs broken, and three or four passengers being slightly shaken ; 118 sheep were also killed.

At Bletchley station the line from Cambridge enters from the east at the north end, that from Oxford from the west at the south end ; a junction box (which is also a train telegraph station) with locking apparatus being provided for each junction. There are four principal lines through the station, the two central ones for through traffic, and the outer ones for local trains. There is also a cross-over road from the outer up line at the north end to the outer down line at the south end of the station, from which line again there are points giving access to the Oxford Branch and main down line. The crossing of trains is confided to the care of a middle man, who obtains permission from the signalmen at the north and south boxes before allowing anything to cross. The train telegraph system is in force on this part of the line, the next telegraph stations north and south of Bletchley being Loughton and Stoke Hammond, $2\frac{1}{2}$ and $2\frac{3}{4}$ miles respectively distant from it. According to the rules in force for the working of the train telegraph at these stations, the signalman at the south box at Bletchley should block the down line between his box and Stoke Hammond while any train or engine is on the line between those stations, *or while any train or engine is crossing at Bletchley station.* The down main signal is 120 yards south of the south junction box, and the down distant signal was, at the time of the collision, 493 yards south of the main signal. The gradient falls 1 in 660 from Stoke Hammond to a point near the main signal.

It appears that, on the 21st December, a goods train from Cambridge, consisting of an engine, tender, and 33 waggons, reached Bletchley at about 3.45 p.m., 50 minutes late ; it crossed fro mthe east to the west side of the station by permission of the signalmen at the north and south boxes, and the driver, while crossing, seeing the points open for the Oxford Branch, thought he was going to be turned on to it. Before reaching them, however, they were suddenly shifted by the signalman in the south box, and his train was, in consequence, turned on to the main down line, along which it went until stopped by the signalman, at which time the tail of the train was opposite the signal box and the engine about 260 yards further south, or 140 yards outside the main signal, which is, as before stated, 120 yards south of the box. While this shunting operation was going on, there is no doubt but that the main and distant signals were at danger, and that they remained so up to the collision, and it is also certain that the signalman did not block back to Stoke Hammond, either when the crossing took place or when the goods train was shunted on to the main down line.

The 2.45 p.m. down express train to Manchester, Liverpool, &c., consisting of two engines and tenders, guard's van, one first class, three composites, parcels' van, guard's van, six composites, one second ciass, one first class, one composite, post office tender, and guard's van, 18 vehicles in all, coupled in the order stated, had left Euston five minutes late. On passing the Stoke Hammond telegraph signal station, at a speed of about 45 miles an hour, the signal was at all right, implying (as far as this signal could afford information) that there was no impediment on the line between it and Bletchley, and that the line through Bletchley station was clear. In about two minutes after passing the Stoke Hammond signal, the Bletchley distant signal was sighted at danger. The driver of the leading engine stated that he first caught sight of this when about 700 yards from it. In clear weather it is visible for fully a mile (the line being straight and view uninterrupted), and might, on the present occasion, when the weather was not quite clear, have been seen for some 1,200 yards (as stated in evidence), had the drivers been properly on the look-out. On seeing the distant signal at danger, the leading driver shut off steam, had his breaks applied, and whistled for the guards' breaks, but did not reverse his engine until he caught sight of the goods engine standing on the down line. The second driver, on hearing the whistle, applied dry sand and had his breaks put on, but did not shut off steam or reverse his engine until he also caught sight of the goods engine. The guards appear to have applied their breaks promptly on hearing the whistle. The result was that, although the speed was somewhat reduced, the collision took place, at about 3.51, with such force that the goods engine was nearly turned round, that it and the tender were knocked back 30 yards and thrown on to the slope of the bank at the side of the line, and that four cattle waggons next the engine, full of sheep, were run through and completely destroyed, after which the leading engine and tender left the rails and the train came to a stand. As before stated, only three or four passengers and the guard in the centre break van were injured. The leading engine of the passenger train and the goods engine, were considerably damaged, and two composites, one first class, and two vans of the passenger train slightly injured. The drivers and firemen of the leading engine and goods engine jumped off before the collision, and escaped injury. Those of the train engine stuck to it, and were severely shaken.

On considering the causes of this accident, (which was owing to the straightness of the line and the weight at the front of the train, happily attended with so little casualty to passengers), the principal one was due to the stupidity and carelessness of the signalman at the south junction box, in allowing a goods train to stand on the main down line when the express was nearly due, without even taking the precaution to block the line. It appears from his statement (and that of the foreman of the yard) that, after he had given permission for the goods train to cross, he had intended to shunt it on to the Oxford line, for which line the driver had seen the points open as h was crossing, but that, before the train reached the points, the foreman told him to turn it on to the main down line ; that he remonstrated telling him the express was just due, but nevertheless acted as desired by the foreman. The express had not, at this time, been telegraphed from Stoke Hammond, so that, even after having altered the points for the goods train to go on to the down line, there was time for him to have blocked the line, had it occurred to him

to do so. The foreman, who was almost as much to blame as the signalman, tried to exculpate himself by pleading ignorance of the hour being so late, and that also, being near Christmas, he expected that the express would not run to time, though he could and ought to have ascertained its exact whereabouts by inquiry at the telegraph office. He stated that he had directed the signalman to let the goods train on to the down line instead of the Oxford Branch, as he wanted the latter clear for the departure of an Oxford passenger train; that, when aware that the express was coming, he was unable to back the goods train off the down line into the platform siding, as a Cambridge passenger train had followed it across and was at the platform setting down and picking up passengers before proceeding to Blisworth. Both signalman and foreman having been dismissed from the Company's service before I made this inquiry, I was unable to examine them personally.

While, therefore, the principal blame attaching to the cause of this accident is to be attributed to the conduct of the signalman and foreman, both drivers, and particularly the leading one, of the passenger train are to be censured for not having kept a better look-out on approaching Bletchley, and for not having taken prompter measures than they admit having done to reduce the speed of their train when they found the signals against them. They were, no doubt, thrown off their guard by getting no warning at Stoke Hammond, and expected, consequently, to find no impediment between it and Bletchley; but it was quite possible there might have been something on the line between Bletchley and Loughton, and in that case, by the train telegraph signal rules, the danger signal should have been up at Bletchley, the train should have been stopped, and the drivers warned before being allowed to proceed. From the speed at which the train was travelling when the collision occurred, it is quite impossible that it could have been brought to a stand in the 140 yards that intervened between the goods engine and the signal post. It is quite possible also that, although the line might have been clear when the train passed Stoke Hammond, some sudden obstruction (from many causes) might have occurred of which the Bletchley signals could give the only warning; and then, of course, the drivers ought to have had the train under such control as to have been able to stop it, if necessary, at the distant signal. When a line is worked by the train telegraph, drivers cannot be too often cautioned against the tendency they are likely to contract of becoming careless in regard to keeping a proper look-out for the ordinary station signals.

In conclusion, I beg to recommend that (if it has not been already done) the distance of the down distant signal post at Bletchley from the main signal post be increased to at least 800 yards; the distance of 493 yards, which there was at the time of the collision, being insufficient. Had there been this additional 300 yards of distance at the date of the accident, it is possible that the train might have been stopped in time to avoid the collision.

I have, &c.,

C. S. Hutchinson,
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 11th February, 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company [the North Staffordshire Railway Company], the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 28th December last, to a passenger train belonging to the North Staffordshire Railway Company, at the Norton Bridge Station on the London and North-Western Railway.

I am, &c.

R. G. W. Herbert.

The Secretary of the
London, and North-Western
Railway Company.
The Secretary of the
North Staffordshire
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 8th February 1868.

Sir,

I have the honour to report, for the information of the Board of Trade, the result of my inquiry, ordered by your Minute of the 7th ult., into the circumstances attending the collision of a passenger train with the buffer-stops of a siding at Norton Bridge Station, on 28th December last, whereby four passengers and a breaksman travelling in the guard's van were injured, none very severely.

Norton Bridge Station belongs to the London and North-Western Railway, but the accident happened to a North Staffordshire train from Stoke to Stafford, Norton Bridge being at the junction of the London and North-Western main line with the North Staffordshire line. The proper junction of the two lines is under the control of a London and North-Western pointsman, and is provided with locking apparatus; for North Staffordshire up trains, stopping at Norton Bridge, a siding, the points of which are worked by a North Staffordshire pointsman, leaves the main up line about 130 yards north of the signal box, and leads to the east side of a platform, of which the west side is used for the London and North-Western up trains. 110 yards south of the signal box (on this siding) there are points weighted to lie open for a blind siding 90 yards long, and when held in the contrary direction, allowing up trains to rejoin the main up line. A siding signal working from the junction box intimates to the porter who works these points when he may allow a passenger train to pass on to the main up line. There is an up distant signal on the North Staffordshire line, working from the junction box, and about 400 yards from it, and another about 1,000 yards from the points leading from the up line to the platform siding worked by the North Staffordshire pointsman. The former is used only for trains not stopping at Norton Bridge, being always lowered when a stopping train is telegraphed as having left Stone, the next down station to Norton Bridge; the latter is the signal intended for the guidance of the stopping trains, and is visible to a coming train for about 400 yards. The gradient of the line approaching the station from Stone falls one in 175.

On the evening of the 28th December, a passenger train from Stoke to Stafford, having to stop at Norton Bridge, consisting of an engine and tender, six carriages, and a break-van, left Stone at 6.2, 15 minutes late. The evening appears to have been somewhat hazy, and the rails greasy, but signal lights could be seen 400 or 500 yards off. About 6.7 the passenger train was heard approaching the junction, whistling violently. It passed the junction box at a speed estimated at about 15 miles an hour (the breaks being on), and entered the blind siding before alluded to with such force that the engine knocked away the buffer bank at the end of the siding, and ran forward about 13 yards, when it fell over on its side, nearly fouling the main up line. The tender also left the rails, but none of the carriages did so, and the casualties were but trifling.

The driver in charge of the train was well acquainted with the station, and had frequently driven the same train on previous occasions. His excuse for overrunning the station was that the night was so foggy as to prevent him seeing the signals in time, and that no fog signals had been used. The evidence certainly went to prove that fog signals were by no means necessary, and that, had due vigilance been used by the driver, he might have seen the signals in ample time to have approached the station at a proper speed. My own opinion is, that, with the view of fetching up lost time, he had increased his speed to such an extent after leaving Stone (having run nearly 3½ miles in five minutes, including the starting at Stone), that he came upon the Norton Bridge distant signal before he was on the look-out for it; and that from the slippery state of the rails, the descending gradient, and the speed at which he was running, he was unable to stop in time. The arrangements at the Norton Bridge Junction might be much improved by bringing all the points and signals under control of the junction pointsman, and making them all interlock. This applies particularly to the points leading to the blind siding. Had these points been worked from the box, the pointsman might (had there been no main line up train immediately expected) have turned this train on to the main up line, and thus have saved the collision.

I am, &c.
C. S. HUTCHINSON,
Lieut-Colonel, R.E.

The Secretary
(Railway Department),
Board of Trade.

North Staffordshire Railway,
Stoke-upon-Trent, 19th February 1868.

SIR,

IN reference to your letter of 11th instant, enclosing the report of Colonel Hutchinson, R.E., upon the accident to a passenger train of this Company at the Norton Bridge Junction, I am to inform you that orders had been given some time previous to the accident to fix the new locking apparatus at the junction, and which will be in accordance with the recommendations contained in Colonel Hutchinson's report.

I am, &c.
J. SAMUDA, *Secretary.*

Assistant Secretary
(Railway Department),
Board of Trade,
Whitehall.

Board of Trade
(Railway Department),
Whitehall, 20th February, 1868.

SIR,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 19th instant, and to express their satisfaction with the steps taken for placing the new locking apparatus at the Norton Bridge Junction.

I am, &c.
R. G. W. HERBERT.

The Secretary of the
North Staffordshire
Railway Company.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 13th January 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, for the careful consideration of the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the Report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the fatal accident which occurred to Mary Burnett at the Streatham Common station on the London, Brighton, and South Coast Railway on the 3rd ultimo, and to request that you will inform the Board of Trade of any steps which the Directors may adopt for the better security of passengers who may have to cross from one side of the railway to the other at the Streatham Common station.

I am, &c.
R. G. W. HERBERT.

The Secretary of the
London, Brighton, and South Coast
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 6th January 1868.

SIR,

IN compliance with the instructions contained in your minute of the 13th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances, which attended the accident, that occurred on the 3rd December 1867, at the Streatham Common station of the London, Brighton, and South Coast Railway.

A woman was knocked down and killed by a train running through the station, while she was crossing from the down to the up platform.

The station and booking office at Streatham Common are situated at the east side of the railway, at the same side as the down-line platform.

The only access to the up-line platform is across the rails. A boarded footpath has been laid across the railway, exactly opposite to the general waiting room door, for passengers to pass over to the up-line platform, where there is a shed, which affords them shelter whilst waiting for a train.

On the 3rd ultimo, Mary Burnett arrived at Streatham Common station about 4.22 p.m. She took a third-class ticket to proceed to Victoria station by the train that is timed to leave Streatham Common station at 4.32 p.m. A cabman was talking to her in the waiting room, and he states, that he heard the booking clerk tell Mary Burnett "that "the first train would not be her train, but that the "next one would be hers; it would come in about "10 minutes." Mary Burnett was the only passenger at the station. She left the waiting room by the platform door, while the cabman was looking after his horse, which was standing at the opposite side of the station. One of the station porters was engaged at the time, in lighting the lamps in the waiting room. He had already lit the signal lamps and three lamps on the down platform. The second porter had gone across to the up platform, before Mary Burnett left the waiting room.

The 4.12 p.m. train from East Croydon to Victoria station left East Croydon six minutes late on the 3rd ultimo. It consisted of an engine and tender and 10 coaches with a guard. This train is not timed to stop between East Croydon and Victoria. It passed Streatham Common station about 4.28 p.m., three minutes before the stopping train was due at that station.

Mary Burnett was walking across the railway on the boarded footpath, as the 4.12 p.m. train ran through the station, at a speed of 30 to 35 miles per hour. She was struck by the buffer plank of the engine, and was picked up dead, about 20 yards north of the boarded crossing.

She was between 40 and 50 years of age, and rather deaf.

The railway falls 1 foot in 880 feet, as it approaches Streatham Common station from Croydon. The curve at both sides of the station has a radius of 80 chains.

A train cannot be seen for more than 250 yards at either side of the station, by a person standing on the down platform, where the booking office is. The crossing between the platforms is a dangerous one, and should be carefully guarded by responsible persons, when there are any passengers at the station, and particularly when fast trains are timed to pass a few minutes before the stopping trains.

The regulations of the London, Brighton, and South Coast Railway Company provide that engine drivers should whistle as they approach such stations as Streatham Common.

It appears that on the 3rd ultimo the whistle was only sounded when the 4.12 p.m. train was about 100 or 150 yards south of Streatham Common station, and it was sounded by the fireman, who suddenly noticed the woman on the crossing.

It is to be regretted that Streatham Common station was not constructed close to the over-bridge at the south end of the station, where it would have been easy to afford passengers direct access to both platforms, without the necessity of their walking across the rails.

If the company do not consider the station of sufficient importance to have a foot-bridge over or under the line, I recommend that it be made the particular duty of some one of the servants at the station, to guard the crossing at all times when there are passengers at the station, and that the regulation that engine drivers shall whistle, when approaching such stations, be strictly enforced.

I have, &c.

The Secretary,
Railway Department,
Board of Trade.

F. H. Rich,
Lieut.-Col. R.E.

MARYPORT AND CARLISLE RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 13*th January* 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Maryport and Carlisle Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at Rosegill Colliery on the 7th ultimo.

I am, &c.

The Secretary of the
Maryport and Carlisle
Railway Company

R. G. W. Herbert.

Board of Trade
(*Railway Department*),
Whitehall, 8*th January* 1868.

Sir,

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in compliance with your minute of the 12th ultimo, into the circumstances attending a collision which took place on the 7th ultimo between two mineral trains at Rosegill Colliery Junction, near Maryport, on the Maryport and Carlisle Railway. This accident resulted in eight pitmen and women, who were about to proceed to Maryport in the van of the first train, being severely bruised and shaken,

Rosegill Colliery is situated on the up side of the main line, 1½ miles from Bullgill Junction, and about 3 miles from Maryport. It is provided with a through siding, joining the up and down lines with falling points. On the down side of the line at the junction of the siding with the down line, there is a signalman's cabin, in connexion with which there is a double-armed main signal, and up and down distant signals. Owing to a curve in the line, the down main signal can be seen only 350 yards off. The down distant signal is nearly 700 yards from the main signal, and can be seen 1,000 yards off. The gradient descends towards Maryport 1 in 277.

At about 22 minutes past five on the evening of the 7th December a mineral train, consisting of an engine and tender, seven loaded waggons, and a break van, passed Bullgill Junction, and at about half past five stopped on the down line at Rosegill Colliery, on its way from Mealsgate to Maryport, having to take on 24 loaded waggons, and to take up in the van, as passengers into Maryport, about 30 colliers, for which accommodation to and fro the Colliery Company were in the habit of paying at the rate of 6*d.* a head per week, each passenger being provided with a ticket. To protect this train while shunting, the signalman put his main signals to danger, but not his *distant* ones, the lamps of the latter not being *lit.* To account for this it appeared that the train in question, being the only one that stopped at the colliery after dark (except on extraordinary occasions), an arrangement had been entered into between the signalmen at the colliery and Bullgill Junctions that the signal at the latter should be kept at danger for *ten* minutes instead of only *five*, after the passing of the train, which would, under ordinary circumstances, give it time to do its work at the colliery and get away. The colliery signalman also pleaded, as an excuse for his distant signal lamps not being lit, that having to give all trains passing his box a five minutes caution signal, he had no time between trains to walk to his distant signals and back. He had not, however, reported this, but stated he was waiting until he could do so personally to the Superintendent of the line.

At about half-past five (according to the driver's statement, but five minutes later by that of the Bullgill signalman), another mineral train, consisting of engine and tender, 40 loaded coke waggons, and a break-van, passed Bullgill Junction on its way from Carlisle to Maryport. The junction signal was at caution when first sighted, and no additional hand caution was exhibited as the train passed the box. The night was clear and moonlight, and the driver could see that the arm of the Rosegill distant signal post was at all right as he passed it. On previous occasions, after dusk, the arm had been at danger (though the lamp had not been lit), if a train had been stopping at Rosegill, and seeing this, he had been enabled to pull up in time. On rounding the curve before alluded to as impeding the view of the main colliery signal, he found the latter against him, and immediately tried to pull up by reversing his engine, having his tender-breaks put on and whistling for the guard's breaks. There is no reason to suppose that these appliances were not used, but, nevertheless, owing to the speed (from 20 to 30 miles an hour), the weight of the train, and the descending gradient, the engine struck the van of the first mineral train at a rate of about six miles an hour. The breaksman of this train, hearing the other approaching at a faster rate than if it had intended to stop, had fortunately warned the colliers to alight, and all except ten had got out before the collision occurred; he also gave the coming train a red hand-lamp signal. As before stated, eight out of the ten colliers in the van were severely shaken and bruised, the engine buffers were broken, the van damaged, and some waggons broken.

This accident would, doubtless, not have occurred had the distant signal at Rosegill been properly used, and a private arrangement with the Bullgill signalman, which was pretty sure to fail on the first emergency, not been depended on instead. The signalman

at Rosegill must therefore be held mainly responsible for the accident.

There is, however, blame to be attached to the breaksman of the first train, who did not take the proper means to protect his train while shunting, either by ascertaining that the distant signal was properly exhibited, or by going back in the usual way with a signal.

The arrangement of carrying the colliers to and from their work is stated to have been adopted to prevent trespassing on the line. The legality of the proceeding is, I should imagine, questionable; they are taken up and put down at a place where there is no station, and where the signal arrangements are, as a matter of course, not so well attended to as they would be under the eye of a station-master.

I have, &c.

The Secretary of the Railway Department, Board of Trade. C. S. Hutchinson, *Lieut.-Col. R.E.*

MIDLAND RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 10th December 1867.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Midland Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 11th ultimo at the Swinderby station on the Midland Railway.

I am, &c.

The Secretary of the Midland Railway Company. R. G. W. Herbert.

Board of Trade
(*Railway Department*),
Whitehall, 5th December 1867.

Sir,

I have the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 15th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 11th ultimo, between a passenger train and a coal train, at the Swinderby station of the Nottingham and Lincoln branch of the Midland Railway. I regret to state that the driver and fireman of the passenger train were killed on the spot; and the head guard of the passenger train and the driver of the coal train were both rather seriously injured. There were, fortunately, only eight passengers in the train. The whole of them have complained of being injured, but it is hoped that there are no serious cases among them.

Swinderby station is situated on the line between Lincoln and Newark, and is about 8¼ miles from Lincoln. A public road crosses the line on the level close to the station building. The line is perfectly straight at this part, and very nearly level from the station eastwards towards Lincoln, but westwards, towards Newark, it falls 1 in 292. There are sidings lying north of the down line, and east of the level crossing, which are connected with both the up and down lines. The station is protected by station and by distant signals in each direction; the up distant signal on the Lincoln side is 647 yards from the station, and at night it is lit by an oil lamp of good construction, which, it is stated, will burn, after being properly trimmed and lit, from 20 to 24 hours.

The duties at the station are performed by the station-master (Grundy), who has been there for 13 years as the station-master, and 21 years altogether in the company's service, and a lad (Holland), who at the present time is not 14 years of age, and was paid at the rate of 5*s*. per week for the three weeks which he had been employed up to the 11th ultimo. The boy Holland states that his duties were to clean up the station, weigh coals, attend to the trains, and light the lamps; but by a circular from the superintendent of the line (Mr. Needham), dated the 29th March 1865, the station-master was informed that "he was "responsible for the cleaning, trimming, and light-"ing of the signal lamps if he did not perform the "duty himself;" and by a previous circular, dated the 29th February 1864, he was told that "he was "entirely responsible to the Company for the proper "working of the signals, and that no excuse of "carelessness on the part of a youth can ever be "received as extenuating such negligence."

A circular had also been sent to him, dated 31st March 1860, explaining under what circumstances detonating fog signals were to be used; but he had no fog signals, and had not demanded any.

On the evening of the 11th ultimo, about half past eight o'clock, a goods train from Derby drew up at the Swinderby station to leave a waggon of coals and another of lime; and these waggons were placed in the short siding off the down line, close to the station, in consequence of the long siding being full, and the train then left for Lincoln.

Shortly after, a coal train from Codnor Park, on its way to Lincoln, stopped at Swinderby station for the purpose of leaving six empty waggons, and in consequence of the long siding being occupied with waggons they were obliged to use a rope for the purpose of shifting some of the waggons standing in the long siding towards the western end of the siding, and thus to make room for the six empty waggons at the eastern end.

They miscalculated the length, and found that when they had fly-shunted the empty waggons into the long siding, only four of the six stood clear of the main down line, and the engine was obliged to enter the siding to push the last two waggons clear of the main down line. This occupied some time.

The station-master states that the guard of the coal train then went and examined the axle boxes of his train, and afterwards remarked that they were rather warm; he answered the guard that the Government train was leaving Collingham for Swinderby, who replied, "Go and put your signals on, and I will set across the road."

I should explain that the Government train here referred to was the 6.15 p.m. down passenger train from Derby to Lincoln, due to *stop* at Swinderby station at 8.58 p.m.; at which time the 8.40 p.m. up passenger train was due to *pass through* Swinderby station without stopping. A number of fish trucks are generally sent with this train, sometimes called the Fsh Train, and in consequence of delays in the arrival of these fish trucks at Lincoln, this train is frequently 10, 20, or even 30 minntes after its time in passing Swinderby station. On this night it was running nearly to its proper time.

It is also stated that it was just two minutes to nine o'clock, when the guard of the coal train told the station-master to put on his signals; and the station-master says that he ran up and turned on the distant signals, and as one of the red glasses of the station signal lamp was broken, and had fallen out, he sent the boy up with his hand lamp to show a *red light* towards Lincoln, as the up station signal. The coal train was then shunted back and across to the wrong or up road, the engine standing alongside of the up platform at the eastern end of the train. He further says that in about two minutes the Govern-

ment train from Derby arrived, when he called out the name of the station, and the train then left for Lincoln. At this time there was a thick fog, which prevented the distant signals being seen from the platforms.

The Government train, it is said, did not stop more than a minute; and after it had started and moved perhaps 30 or 40 yards, the up passenger or fish train was seen to be rapidly approaching from Lincoln, and the driver of the Government train immediately began to sound his engine whistle sharply in order to attract the attention of the driver of the fish train, while the guard of the coal train who had been standing on the footplate of the engine of the Government train, talking to the driver, got off, and ran towards the incoming train, and waved his hand lamp showing a red light in it.

There is no certainty as to the time when the driver or fireman of the fish train first became aware that the *up* line on which they were running at a speed variously estimated at from 16 or 17 to 30 or 35 miles an hour, was blocked at the Swinderby station by a *down* coal train; and a collision ensued almost immediately after the alarm whistles were sounded. The fireman of the coal train, seeing the fish train approach, jumped off the engine, and called upon the driver to do so also. The latter tried to put the coal train into backward motion, and is said to have started it, then shut the regulator and jumped off, and the train stopped. The two trains are said to have come into collision, engine with engine, with a great shock. The driver of the coal train, after he got off his engine, was struck on the head and knocked down by the roof of the van which stood next to the tender in the fish train, and which was broken to pieces by the collision. The driver and fireman of the fish train were, some time afterwards, found on the engine both quite dead. The driver was seated, and had his feet embedded in coal from the tender, which had been thrown forward by the shock, and his clothes were saturated with steam. The fireman was very much bruised and disfigured from the injuries which he had received, it is supposed, from the broken fragments of the roof of the leading van. The engine was found to have been reversed, and the break blocks were against the wheels of the tender. The coal train was put in motion by the shock, and did not stop until it had run a considerable distance.

The fish train consisted of an engine and tender, four vans, three carriages, and eleven fish trucks; three of the vans and the carriages being next to the engine, and the fish trucks at the rear of the train. Both engines were a good deal damaged, and the three vans and one third-class carriage were broken to pieces, and two other carriages a good deal damaged. One waggon of the coal train was broken up, and another damaged.

The under guard of the fish train who escaped unhurt went back towards Lincoln, to protect the rear of his train from another train which was then due; and he states, that he found the light in the lamp of the up distant signal so nearly out, in fact, as to be valueless for the purpose of giving information to the driver of his train. The driver of the coal train also gave testimony as to the bad state of the light immediately after the collision, and the driver and fireman of the up mail train, which left Lincoln 20 minutes before the fish train, both speak of it as being a bad light, the driver describing it as "a small white light very dim."

The boy (Holland), when questioned on the subject, states that he lit this distant signal lamp between four and five o'clock in the evening, and between seven and eight o'clock he went to see how it was burning, which he could not do from the station platforms, owing to the fog; he found it burning badly, and he thought it wanted oil, and when he had been to the station for the oil and had got back to the signal the lamp had gone out. He says he trimmed the lamp again, and relit it, and a quarter of an hour afterwards he went to the bottom of the coal yard, and saw that it was burning, but he did not see it again before the collision took place.

The underguard of the fish train further states, that "when he went to the distant signal he took the "'snuff' off, and picked the wick up. It then "burned properly. The lamp was blocked up by "the large snuff upon it; the wick had been put up "too high when the lamp was lighted."

One witness, the driver of the coal train, asserted that this distant signal did not stand at "danger" immediately after the collision; but I have no doubt he was mistaken, as it was dark and foggy, and he did not get off his engine to examine it, while the underguard of the fish train said that it stood at danger when he re-trimmed the lamp.

It further appeared that this distant signal was not lit every night, but only when the down coal train stopped at Swinderby Station; and thus the fish train would frequently pass Swinderby Station without any light being seen at the up distant signal.

The discontinuance in the lighting of the lamp of this distant signal appears to have made by the station master without any instructions being sent to him.

From what I have stated, it will be apparent that the collision was occasioned by a down coal train being shunted across from the down to the up line at Swinderby Station, when an up passenger train was due to pass without stopping, and that from the lamp of the up distant signal being badly trimmed by the boy, it did not give sufficient light to make it an effective danger signal during a thick fog.

For two out of the three weeks during which he had been employed, the boy had been under the instruction of the station-master's son, a lad who was then employed at the station, but had been removed with an increase of wages to another station before this collision happened; and it seems that the boy (Holland) had himself only trimmed this lamp two or three times before the collision occurred.

The whole of the circumstances were investigated at a coroner's inquest held during two days, and the jury returned a verdict of manslaughter against the station master, Grundy, who has been committed to take his trial at the next Lincolnshire assizes on that charge; and there cannot be the least doubt that if he had done his duty properly the collision could not have occurred. What could be more intensely stupid than to shunt this coal train on the wrong line of rails, in order to place it out of the way of a down train appointed to stop at Swinderby Station, but in the way of an up train not appointed to stop, and actually due to pass before the down train became due to arrive at the station. He was probably anxious not to delay the Government train, and depended on the usual signals protecting the coal train, placed on the wrong line of rails from the fish train, if the latter was at all punctual. The guard of this coal train was nearly as much to blame as the station master. The coal train was due at Swinderby at 2·40 p.m., more than six hours before it got there; and it was the duty of the guard not to shunt on to the wrong line when a train was due on that line. But he says, that, at the moment when he decided to shunt his train to the up line, he did not recollect that the fish train was due. The guards are supplied with service time-tables to enable them to ascertain the running of the various trains.

The collision would not have occurred if there had been sufficient siding accommodation at Swinderby Station, off the down line, to admit of the coal train being shunted without placing it on the up line. It is said that this is frequently done, although there are not more than about 20 trains altogether passing the station in the 24 hours.

The propriety of employing lads at all at such an age, for the performance of the very responsible duty of trimming the signal lamps, on which the safety of

the public travelling on railways wholly depends, may certainly be questioned. If there was too much for one man to do unassisted during the 15 or 16 hours of attendance between the first and last trains stopping at this small roadside station, with level crossing gates to be opened and shut, as required by the Railway Clauses Act, I think it would be better and safer to give the assistance of a regular porter, and not to incur the risk involved in allowing such duties to be done by a lad under 14 years of age.

I have, &c.

The Secretary,
Railway Department,
Board of Trade,
Whitehall.

W. Yolland,
Colonel.

NORTH BRITISH RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 29th January 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the North British Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the double collision which occurred on the Edinburgh and Glasgow section of the North British Railway on the 16th ultimo, and to express the hope of the Board of Trade, that Colonel Hutchinson's recommendation as to additional precautions at Ratho station for ensuring the safety of the public will receive the careful consideration of the Directors.

I am, &c.

The Secretary of the
North British
Railway Company.

R. G. W. Herbert.

Board of Trade
(Railway Department),
Whitehall, 25th January 1868.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in obedience to your minute of the 21st ultimo, into the circumstances attending an accident which occurred at Ratho station on the Edinburgh and Glasgow branch of the North British Railway on the 16th ultimo, from two following passenger trains coming into collision with two trucks, which, owing to a chock block having been left open, had been blown out of a siding so as to foul the main line. Happily, only one or two passengers in each train were injured, in no case very severely.

At Ratho station there are sidings on each side of the line, joining the main up and down lines with falling points. Both sidings lie on the up or east side of the station; the one connected with the up line to Edinburgh consists of two lines of rail, both running into one before joining the up line, about 400 yards from the platform; that connected with the down line from Edinburgh is a single line, joining the down line close to the station. There is also a cross-over road between the up and down lines. The gradient of the main line east of the station is 1 in 960 falling towards Edinburgh, the north sidings being almost level. The station is provided with the usual signals, and there is one chock block for each set of sidings, the fastening and unfastening of which are by day performed by a goods porter, there being at this time a signal porter also on duty. From 6 p.m. till 7 a.m. one porter performs both duties, and if goods trains are shunting while he has to attend to signals, the goods guards are held responsible for fastening the chock blocks after using the sidings. The chock blocks do not appear to have been often locked, as the padlocks were constantly lost or mislaid, but to have been fastened with a hasp and staple.

About 3 o'clock on the afternoon of the 16th December two empty cattle waggons were put into the inner branch of the northern siding. The goods porter on day duty put a break on the front truck and pinned it down, and on leaving work, at 6.30, he again visited these trucks, found the break as he had left it, and the chock block properly hasped, but not locked, as the padlock was lost. At 7.20 the chock block was again found hasped by the night porter who came on duty at 6 p.m. Soon after 8 p.m. a coal train, consisting of an engine and tender, 24 loaded coal waggons, and van, arrived at Ratho from the west, some five hours late, owing to various detentions. It moved forward as far as the cross-over road, where the head guard uncoupled the van, and, on account of a strong westerly wind that was blowing, put the break on to keep it stationary. The train then proceeded past the northern siding points and backed the coal waggons into the outer branch of the northern sidings, the chock block having been unfastened and the points held open by the under guard of the train. The engine was then detached from the waggons, leaving them in the siding, and came back and rejoined the van; both then crossed to the down line, where they were again detached, the engine going into the south siding to be attached to some waggons which were standing in it. The train was then made up, and started for the west. The signal porter had unfastened the chock block on this south siding, and held the points for the engine to pass in, but had told the guard that he must do the rest of the shunting by himself, as he (the porter) had to go to attend to an up passenger train. He afterwards saw that the guard had refastened the chock block, but appears to have made no inquiries as to the one on the north siding, although he had no time to go and inspect it.

At about 9.45 p.m. (an hour and a half after the coal waggons had been put into the northern sidings) a passenger train, consisting of an engine, tender, composite carriage, first class, second class, third class, and van, going to Edinburgh from the north, which had left Tarbert at 9.12 (17 minutes late), passed Ratho at a speed of about 45 miles an hour. On passing the northern siding points, the driver who was standing on the left or north side of his engine, felt something fly past, close to the side of his head. He felt no shock, but thought the engine must have come in contact with a plank, a splinter of which had flown past him; he did not think it necessary to slacken his speed. The guard of this train at the same spot felt a shock, and thought the wheels were coming up through the bottom of his van, and then that the van had come off the rails and jumped on again. He applied his break and kept it on for about half a mile; he looked out also, but could see nothing wrong, and received no communication from any passenger, though he saw one looking out of a window. On arriving at Haymarket station, Edinburgh, the train was examined, and it was found that in all the carriages except the composite and the van, the windows, foot boards and steps on the north side of the train were broken and the handles off. The driver, on examining the front of his engine, found that a small piece of wood about $2\frac{1}{2}$ feet long by 1 inch by 1 inch had been broken off the upper surface of the inside of the buffer beam. A woman in the carriage next to the van had had her head cut, apparently with a piece of glass; no one else complained of being injured. The station-master at Haymarket was instructed to telegraph back to Ratho that the line was foul; this he did, but the telegraph station being some distance from the railway station the message did not reach Ratho until the following train had passed the station.

This train left Glasgow at 8.42 p.m., two minutes late. It consisted of an engine and tender, third-class carriage, composite, guard's van, composite, first class, second class, and guard's van. It passed Ratho at 9.57, at the rate of about 40 miles an hour. On reaching the northern siding points, the engine ran into two cattle trucks, one appearing to have been entirely on the main line and the other nearly so. The first was completely smashed, and the second thrown off to the north of the line. The speed was reduced as quickly as possible by reversing the engine and applying the breaks, and the train was brought to a stand in about 800 yards. It was then found that the buffer beam of the engine was smashed, that the north side of the last carriage was broken in, and that the other carriages had had the foot-boards, windows, handles, &c. broken on the north side. Only one passenger at the time appeared to be hurt; another has since complained of injury. The guard of this train examined the chock block and found it open.

On investigating the cause of this accident, there is no doubt that it is to be mainly attributed to the neglect of the head guard of the coal train in omitting to fasten the chock block after leaving the coal waggons in the siding, and thus making it possible for the empty cattle waggons to be driven on to the main line by the force of the strong westerly wind which was blowing, more particularly as the very stormy state of the weather had led him to put the break on his own van, when leaving it on the main line. This neglect is to be in some measure explained from the fact of the guard having been in the habit of shunting at Ratho in daylight, when the goods porter had attended to the points and blocks. There is also some ambiguity as to the relative duties of guard and porter, the rule of the Company being that "at sidings where there is no servant on duty, "the guards must lock the chock blocks across the "rails of such sidings after using them." In the present case there was a signal porter on duty, with orders to attend to the sidings when his other duties gave him time; and an element of uncertainty, which cannot be too carefully avoided, was thus introduced as to the performance of an important duty.

I think that the signal porter is also to blame for not having asked the guard whether he had fastened the chock block, as he had not time to visit it himself, and was aware of the fact of there being two empty waggons in one of the sidings.

It is much to be regretted that in the first passenger train there was no communication between the guard, passengers, and driver. Had there been, it would very likely have led to the stopping of the train, and to the avoidance of the second collision.

At an important station like Ratho, close to two junctions, it seems most desirable that the main lines should be better secured against the sidings than by chock blocks, the fastening of which is so often neglected, and this might easily be done by introducing safety points, controlled by low signals, interlocking with the main signals, these low signals, when at danger, preventing the safety points being set right for the main line.

I have, &c.

The Secretary
Board of Trade,
Whitehall.

C. S. Hutchinson,
Lieut.-Col. R.E.

NORTH EASTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 9th December 1867.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the North Eastern Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at the Tyne Dock Junction on the North Eastern Railway, on the 24th October last.

I am, &c.

The Secretary of the
North Eastern
Railway Company.

R. G. W. Herbert.

Board of Trade
(Railway Department),
Whitehall, 4th December 1867.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, in obedience to your instructions of the 28th October, into the circumstances attending a collision which took place at Tyne Dock Junction on the North Eastern Railway, on the 24th October, between a passenger train and an engine. Twenty passengers were injured, one having had his jaw fractured.

At Tyne Dock Junction the main line consists of two double lines running north and south, the eastern of the two lines connecting Washington with Shields, and the western one, Newcastle and Sunderland with Tyne Dock and South Shields; a branch from each line to the north-west leads to Tyne Dock light, engine sheds, &c.; there is also a siding between the two main double lines, joining the up line of the eastern branch, which branch crosses the western main line on the level. The signal cabin stands between the two main lines, about 80 yards south of the level crossing just referred to; up and down main and distant signals are worked from it, but not the points; nor is there any locking whatever to lessen the responsibility of the signalman.

On the evening of the 24th October, at about 6.40, a goods engine and tender, No. 184, and van came up to the cabin from Shields on the eastern of the two main lines, on its way to Sunderland; it then, by the signalman's direction, backed through the points on to the eastern branch line, crossed the western main line, and came to a stand on the branch a short distance clear of the down road, waiting to cross on to the up road of the western main line until a down passenger train now about due, from Newcastle to Tyne Dock, had passed.

As soon as engine 184 had crossed on to the branch, another goods tank engine, No. 664, which had brought up some ballast waggons from the north into the siding between the two main lines, was allowed by the signalman to follow engine 184 on to the branch, it being the road to the engine shed. Before engine No. 664 had cleared the down road of the western main line it came upon No. 184 with a bump, the driver not having expected to find the latter standing so close to the main line.

There was a good deal of contradictory evidence as to what next took place, but it appears pretty clear that the two drivers got to words, and that the driver of No. 184 would not move on, so as to allow room for No. 664 to clear the down road, though repeatedly requested to do so by its driver. Just as the latter had decided to recross, and had told his fireman to inform the signalman of his intention, in order that the signals might be kept at danger, he saw the passenger train was close upon him. Upon this he tried to push No. 184 back, but failing to do so, the passenger train ran into his engine.

This train, consisting of tender, engine, one first-class, one second-class, two third-class carriages, and van, coupled in the order stated, had left Brockley Whins Junction (where the line to Sunderland leaves

the Newcastle and South Shields line) at 6.40, about two minutes late. On approaching Tyne Dock Junction the driver saw the distant signal at danger; it was taken off on his whistling; on arriving opposite the distant signal post (470 yards from the main signal) he found the main signal was off, showing a white light; but on arriving within about 100 yards of it, when he was running at from 13 to 16 miles an hour, it was suddenly changed to green or caution; he immediately shut off steam and applied his breaks, and on coming opposite the cabin, saw that an engine was on the crossing, fouling the main line. He then reversed and put on steam, but had not time to whistle for the guard's breaks before the collision occurred, at which time, he thinks, the speed had been reduced to about 8 miles an hour. The buffer plank and one buffer of the tender of the passenger engine (which was travelling tender first) struck the corresponding parts of No. 664; both engines and tender were thrown off the rails, and the tender frame was broken, but no other serious damage done to the rolling stock. The drivers and firemen escaped without injury.

The signalman stated, in explanation of his conduct, that after he had given the second goods engine permission to cross to the branch, he looked out of his cabin, and thinking he saw the engine clear of the down road of the western main line, lowered his down signals for the passenger train to pass. Directly after doing so he seems, however, to have had a misgiving that No. 664 was too close to the down road, and altered his main signal to caution, as described by the driver of the passenger train.

It is difficult to assign the relative amount of blame due to the servants of the company who were the cause of this accident.

The signalman, who had been acting as such at this junction for 26 years, ought, in the first place, not to have allowed the second engine to cross just before the passenger train was due; secondly, he ought to have *thoroughly* assured himself that the down road was clear before lowering his signals; thirdly, he erred in judgment in not putting his signals to *danger* instead of only to *caution*, when he saw reason to doubt whether engine No. 664 was clear of the main line.

The driver of No. 184 deserves severe censure for not moving back when requested to do so by the driver of No. 664.

The driver of No. 664, and the guard of the van accompanying No. 184, are both, knowing that the passenger train was about due, much to blame in not having informed the signalman of the down road not being clear.

In conclusion, I would call the earnest attention of the directors to the dangerous condition of the Tyne Dock Junction, and recommend the speedy introduction there of proper locking apparatus.

I have, &c.

The Secretary of the Railway Department, Board of Trade. — C. S. Hutchinson, *Lieut.-Col. R.E.*

NORTH-EASTERN RAILWAY.

Board of Trade (Railway Department), Whitehall, 17th December 1867.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, of his enquiry into the circumstances connected with the collision which occurred at the Hessle Road Junction on the North Eastern Railway on the 4th instant; and to express a hope that the Directors will see fit to order an additional signal at the junction, as recommended by Captain Tyler.

I have, &c.

The Secretary of the North Eastern Railway Company. — R. G. W. Herbert.

Sir, *Hull, 12th December* 1867.

In compliance with the instructions contained in your minute of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 4th instant at the Hessle Road junction, near Hull, on the North Eastern Railway.

The above junction is two miles from the Hull passenger station, and the junction stage is close to a level crossing of the Hessle Road by the railway. A single line from Scarborough and a double line from the Hull passenger station meet on the north, and a double line from Selby and another double line from the Hull goods station on the south side of the crossing. There are thus two railway junctions and a road crossing near the Hessle Road cabin. There are, further, two other junctions, each within half a mile of it. The two double lines referred to, from Selby and the Hull goods station, form two sides of a triangle, of which the direct line, along the banks of the Humber, from Selby to the Hull goods station, forms the third side; and at the three angles of that triangle are three junctions, which are named respectively,—the western angle, the Hessle Junction; the eastern angle (two miles from the Hull goods station), the Dairy Coats Junction; and the northern angle, the Hessle Road Junction, now more particularly in question.

This last junction has been provided with a good cabin, containing levers for working the main signals, the distant signals, and the points; supplied with Saxby and Farmer's locking apparatus; and provided with a wheel by which the signalman can work the gates of the level crossing simultaneously without leaving his post. The line is level in all directions, but is only visible, in consequence of a curve and some buildings, for a short distance towards the Hull passenger station. The main signals are all of them over the junction stage, and the distant signals towards the Hull passenger station and the Hull goods station are respectively about 600 and 400 yards from that stage. Between the stage and the latter distant signal there are some sidings, to which I shall have occasion to refer.

The Speeton pick-up goods train, No. 8. in the Company's service time-tables, left the Hull goods station punctually at 10.10 a.m. on the day in question, consisting of an engine and tender, four waggons, and a break-van, and reached the Dairy Coats junction at 10.20. It was engaged in shunting at or near that junction, and in taking on two goods and seven mineral waggons, the former from sidings on the west of the Dairy Coats junction (off the direct line to Selby), and the latter from the sidings between the Dairy Coats and the Hessle Road junctions, until 10.44, when the goods guard gave the engine-driver a signal to go forward. The driver proceeded accordingly, but at very low speed, towards the Hessle Road junction, and he sent his fireman forward towards the junction cabin to obtain a ticket for the single line towards the Cottingham junction and Scarborough, on which he was about to travel. Without looking up to see whether the main signal on the junction stage was lowered for him he thus crept on until he was so near to it that he could not stop his train in time to prevent his engine from fouling the junction. On finding out his mistake he

attempted to set back, but he was impeded in this operation, as he had also been in pulling up, by the greasy state of the rails. He was unable to get clear of the up line before the 10.40 a.m. train from Hull to Leeds came up from the passenger station. The collision between the two engines occurred almost buffer to buffer, about 90 yards from the junction stage, the passenger engine travelling forward at 12 or 15 miles, the goods engine backward at two or three miles an hour. They were both thrown off the rails. The passenger engine was not much damaged, the front buffer-beams of the engine and tender only having been broken. The goods engine received similar damage, and had a cylinder also fractured. A horse-box behind the tender of the passenger engine was broken up. A second-class carriage next to the horse-box lay partly on its side, much damaged; and a carriage behind it was slightly damaged. The engine-driver of the goods train, whom I visited in the infirmary, had his jaw broken in two places. The guard of the passenger train was somewhat injured internally; and seven of the passengers have, up to the present time, complained of injury.

The passenger train left the Hull station at 10·42, two minutes late, consisting of an engine and tender, a horse-box, six carriages, and a break-van. The engine-driver saw from the Anlaby level crossing, a mile from the Hessle Road junction, that the distant and main signals were at all right, but he shut off steam in passing the distant signal, as was his usual practice. When he was about 100 yards from the junction stage he noticed that the main signal had been turned to danger. He reversed his engine, while his fireman applied the tender break. Finding that he could not pull up, and that a collision was otherwise inevitable, he signed with his hand to the signalman to turn him down the goods line, and the collision occurred immediately afterwards.

The signalman had been at the Hessle Road junction for three months, and at the South Coats junction, also near Hull, for 3½ years previously. He knew that the passenger train was to be expected at 10·45, and lowered his signals for it accordingly. He heard the engine-driver of the goods train whistle twice for the signals, but he kept his signals at danger against that train. After he had, in opening the level crossing gates for the railway, shut them across the road, he looked round and saw the goods train moving very slowly towards him. When he thought that the goods engine was likely to foul the junction he turned his signals to danger against the passenger train. He also shouted, and waved a red flag, and tried to attract the attention of the engine-driver of the goods train. He even went down the steps from his platform in the hope of doing so, but he could not see the driver for the steam. Thus engaged, he forgot that he might even then have prevented the collision from occurring, by turning the passenger train down the goods branch; and he might have done this the more easily because all his signals were at danger and he had only to push over the lever of the points. He denies having previously lowered his distant signal to admit the goods train within it, though the goods driver states that this had been done. It appears, however, to have been the usual practice for engine-drivers to pass within that distant signal without its being lowered when they had shunting to do at the sidings between the two junctions, and the signalman is probably right in that matter.

This collision was evidently caused by the carelessness of the engine-driver of the goods train in fouling the junction when the main signal was against him, which he had no right to do. But the point of danger at this junction was about 90 yards from the stage and main signals; and the engine-driver would have been less likely to make such a mistake if the main signal had been at, or some little distance on the proper side of, the point of danger. It is too common a practice in the arrangement of junctions to place the main signals all together above the signalman's cabin. That system has two disadvantages. The signalman cannot see the working of the signals, and the signals themselves are frequently not in the positions in which they would be of the greatest service. In the present instance the point of danger was unusually distant from the main signals, and the engine-drivers were in the habit, after shunting at the sidings between the two junctions, of starting from a point within the distant signal towards the junction. It is on those accounts the more desirable that an additional signal, to work with the existing main signal, should be placed on the goods branch, about 100 yards from the Hessle Road cabin. This would, probably, be the best means of providing for the future safety of the junction without interfering more than is necessary with the present arrangements.

I have, &c.
H. W. Tyler,

The Secretary of the Board of Trade, Railway Department.

SOUTH EASTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 28th January, 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the South Eastern Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Cannon Street station on the 26th ultimo.

I am, &c.
R. G. W. Herbert.

The Secretary of the South-Eastern Railway Company.

Board of Trade
(Railway Department),
Whitehall, 21st January, 1868.

Sir,

I have the honour to state for the information of the Board of Trade, in obedience to your minute of the 31st ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 26th ultimo at the entrance to the Cannon Street station of the South Eastern Railway, during a very thick fog, between a passenger train from Greenwich, and another from Waterloo Road (London and South Western) station, on which occasion about seven passengers and three of the Company's servants are said to have been slightly shaken or hurt.

The Cannon Street station is connected with the Charing Cross main line by two short curved lines which unite on the south side of the river at Stoney Street junction; one of these lines is used for the traffic between Charing Cross and Cannon Street stations, and the other for that between London Bridge and Cannon Street station.

The traffic is worked with the assistance of the electric telegraph, and on the block system, by which no two trains are permitted to be on the same line between two adjacent telegraph stations at the same time.

In consequence of the large amount of traffic entering and leaving the Cannon Street station, and the proximity of this station to the main line to Charing Cross, the telegraphic signal boxes are not very distant from each other. Thus there is a very large signal box at Cannon Street station on the railway bridge over the river, south of and at the immediate entrance to

the station, where the work is performed by two signalmen on duty at the same time, who attend to the out-of-door signals, and shift the levers that move the points, and thus distribute the traffic to and from different parts of the station, and a lad who records in a book all particulars relating to the telegraphic signals given and received. This signal box communicates by telegraph with another at Stoney Street junction, from which it is distant about 355 yards. And the Stoney Street junction signalman communicates by telegraph with the signalman placed at the Cannon Street West junction of the west curve with the main line, and also with the signalman at the Borough Market junction, where the east curve joins the main line. The Stoney Street junction signals are worked by one man, and the records of the telegraphic signals are entered in a book by a lad, as at the Cannon Street station.

It is important to observe that by the telegraphic system in use, specific notice is given of the class of train that is signalled on, when the line is clear, to the signal station in advance, and also that engines proceeding without trains are specially indicated by a different number of beats on the telegraphic bell. It should also be noted that there are two up and one down line on the east curve leading to Cannon Street from London Bridge.

From the statement of the telegraphic signal lad, confirmed by the records in his book and the testimony of the signalman at the Stoney Street junction signal box, it appears that an engine from London Bridge for Cannon Street station was telegraphed forward from the Borough Market signal station, travelling on the *east up* line, at 9.30 a.m. This engine was telegraphed forward to Cannon Street signal station as being on the line, and back to the Borough Market as having passed Stoney Street signal box at 9.33, and the arrival of this engine at Cannon Street signal box was signalled back to Stoney Street junction at 9.40.

Another engine travelling on the *west up* line from London Bridge to Cannon Street was signalled forward from the Borough Market signal box at 9.30. The west up line between Stoney Street junction and Cannon Street signal box was not clear until 9.31, but at 9.32 this engine was signalled on to Cannon Street signal station, and the signal is said to have been acknowledged, and also the arrival of the engine there at 9.33, but the Cannon Street telegraphic signal book does not contain any entries whatever that appear to relate to this engine at the particular times which I have mentioned, which however are regularly entered in the Stoney Street junction telegraphic record book.

A Greenwich passenger train from London Bridge to Cannon Street, also travelling on the west up line, was signalled forward from the Borough Market to the Stoney Street junction signal box at 9.32, and the signal was acknowledged immediately, and the train was signalled forward to Cannon Street signal box at 9.35, and at once acknowledged, and "line clear" was given by telegraph from Cannon Street signal station to Stoney Street junction at 9.37. The entries in the Cannon Street telegraphic signal book, which correspond with these entries, were placed against the word "Greenwich," which however had a line drawn through it, and the word "engine" had been inserted in lieu thereof; the signal lad saying that he thought the telegraphic signal lad at Stoney Street junction had made a mistake in telegraphing a "train" forward instead of an "engine" which arrived. It also appears that when the 9.13 a.m. up Greenwich train, which consisted of an engine and 10 carriages, including two which had breaks fitted on them, approached Stoney Street junction from London Bridge, the driver found the signals all right to proceed on to Cannon Street signal box, and he accordingly went on and stopped outside the Cannon Street distant signal, which is 195 yards from the signal box. He says "he turned on the steam in order "to draw close up to the distant signal, that he "could not see for a greater distance than five yards, "and when he saw the distant signal, he found that "it was down for him to go on, and that he was "going on when the fogman, stationed at the distant "signal, called out to him to 'hold on,' as there was "an engine in front of him; that he just saw the red "light of the engine which was inside the distant "signal, between the distant signal and the Cannon "Street signal box, and accordingly he stopped out-"side the distant signal, but close to it, and was run "into by another train, while so standing, and his "train was pushed ahead by the collision, and the rear "carriage in his train was knocked off the rails and "slightly damaged." The driver also stated that he thinks he had been standing about seven minutes at the distant signal before the collision occurred.

The train which ran into the rear of the up Greenwich train was the 9.12 a.m. train from Waterloo Road station, due at Cannon Street at 9.17. It consisted of a tank engine and six carriages, including two fitted with breaks. It was telegraphed forward from Cannon Street West junction to Stoney Street junction at 9.39; the signal was acknowledged immediately, and the train was telegraphed forward from Stoney Street junction to Cannon Street at 9.43, and "line clear" was given back to Cannon Street West junction from Stoney Street junction at 9.45, about which time the collision actually took place.

The driver of this train states that he was not running "more than five miles an hour, as it was a "very foggy morning; that he came all the way from "Blackfriars station without stopping, and got 'all "right' signals from the Stoney Street junction," and he ran into the other train 68 yards on the Cannon Street side of the Stoney Street junction. He also says that he could not see the red light on the other train, until he got to within six or seven yards of it, and then he shut off the steam. This engine had the tank shifted, the frame bent, and the buffers knocked off, and he got a few scratches from the coke, as he was running tender first or chimney behind, while the fireman received a blow on the arm; neither of them were seriously hurt.

The collision was evidently caused by a mistake having been made in the Cannon Street signal box, as no record whatever appears to have been kept of the engine that was signalled forward on the west up line from Stoney Street junction at 9.32, and in consequence no arrangements were made for the disposal of the engine when it reached the distant signal. The engine through this mistake occupied the position of the Greenwich train that was telegraphed forward from Stoney Street junction at 9.35, and thus when the signal lad at Cannon Street was, according to his own account, telegraphing "line clear" back to Stoney Street junction for the engine, the signal lad at Stoney Street junction thought it was "line clear" for the Greenwich train, and in consequence he allowed the London and South-Western train to go forward when it arrived at 9.45. I think it highly probable that, notwithstanding this mistake, no collision would have occurred if it had not been for the exceedingly dense fog that prevailed almost throughout the metropolis on that morning, thus preventing the signalmen in the boxes and the drivers of the trains from seeing the critical position of the trains and engines. The telegraphic signalling between Stoney Street junction and Cannon Street station has reference to two up and two down lines of way, and I find that between nine and ten o'clock in the morning no less than 23 in-going and 22 out-going trains have to pass over these four lines of way, and I think it remarkable that more mistakes do not happen in giving, receiving, and recording such a number of signals from different telegraphic instruments. The use of Cannon Street station as a terminal station has been largely increased since I made my report on the company's arrangements in September 1866, viz., from 64 to 157 trains daily; the number using it as an intermediate station has been increased from 164 to 179 trains, while the direct service of trains from Charing

Cross, not calling at Cannon Street station, has been diminished from 99 to 53 trains daily.

I have much pleasure in stating that every effort is evidently made to provide for the public safety, and I look upon the manner in which such a mass of traffic into and out of Cannon Street station has been worked, under the disadvantages stated in my former report, under which I think the station labours, and the freedom from mishaps, for a period of 15 or 16 months, as highly creditable to the men who have worked this traffic.

I have, &c.
W. Yolland.
Colonel.

The Secretary,
Railway Department,
Board of Trade,
Whitehall.

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REPORTS

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE BOARD OF TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of January and February,

1868.

(Part First.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1868.

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CALEDONIAN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 24th February* 1868.

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Caledonian Railway Company [Glasgow and Paisley Railway Joint Committee], the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 27th ultimo to a passenger train at the Glasgow Bridge Station of the Glasgow and Paisley Joint Railway, of which a return was made by the Caledonian Railway Company.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Caledonian Railway Company.
The Secretary of the Glasgow and Paisley Railway Joint Committee.

Board of Trade,
SIR, 18*th February* 1868.

IN compliance with the instructions contained in your minute of the 7th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident to a Caledonian Railway Company's train that occurred on the 27th ultimo at Bridge Station, Glasgow, of the Glasgow and Paisley Joint Railway.

A passenger train, belonging to the Caledonian Railway Company, ran against the stationary buffers at the end of the station, and lifted them out of their place.

Fourteen passengers have complained of being injured.

The injuries, I am informed, consist of slight cuts and bruises.

A train consisting of an engine and tender, a third class break carriage (with a guard in it), a third class, a first class, two third class, two first class, two third class carriages, and a guard's break van (with a guard in it), left Greenock for Glasgow at 10.30. a.m. on the day in question.

The train left Paisley at 11.14 a.m., four minutes late, and travelled safely to Glasgow, but the driver was unable to check the speed of the train on entering the station, and the engine ran against the buffers at the end of the station platform.

The train arrived at Bridge Street Station, Glasgow, two minutes late. The speed of the train on entering the station is stated to have been about the same as usual, or rather, as great as was usual, at such times as it came in quickest, viz., about six miles per hour.

The driver reversed his engine, which had two wheels at each side coupled together. The fireman and the two guards applied their breaks, and the foreman of porters at the station, thinking the train might not stop in time, jumped into a break carriage about the centre of the train and applied the breaks, but the engine ran against the buffers, at a speed variously estimated, as one to three miles per hour, and lifted the buffers out of their places.

The driver bears a good character, and it is stated that the rails were in a very bad state, and that the breaks did not act well.

The state of the rails should have made the driver more careful. It appears, however, that he had less break power than he was aware of, as one of the cogs of the pinion of the leading break carriage had broken at Port Glasgow, and consequently the break would not act. There appears also to be some doubt as to the blocks of the break van at the tail of the train having been in good working order.

The buffer beam and one buffer of the engine were broken. None of the carriages were injured, and none of them left the rails.

The accident was caused by the driver entering Bridge Street Station, Glasgow, at too great speed.

I have, &c.
F. H. RICH,
Lieut.-Col., R.E.

The Secretary of the Board of Trade (Railway Department), Whitehall.

CAMBRIAN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 17th February* 1868.

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Cambrian Railway Company, the enclosed copy of the report made by Captain Tyler, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a train on the 1st instant at the bridge over the Severn near Caersws, and which was attended with death to the driver and fireman.

I am to express the hope of the Board of Trade that the directors will see fit to adopt the precaution suggested by Captain Tyler for preventing similar accidents in future.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Cambrian Railway Company.

Board of Trade
(Railway Department),
SIR, 1, *Whitehall, 11th February* 1868.

IN compliance with the instructions contained in your minute of the 3rd instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 1st instant, near Caersws, on the Cambrian Railway.

The 3.30 a.m. mixed mail and goods train from Shrewsbury for Welshpool, Newtown, Moat Lane, and Aberystwith, was detained at Shrewsbury for half an hour on the morning in question, waiting for the mails from the London and North-Western Railway. It was due to leave Newtown at 6 a.m., but it only reached that station at 6.25, and left it again at 6.30; and it reached Moat Lane, which is 4½ miles from Newtown, at 6.45. It started again from Moat Lane at 7.10, consisting of an engine and tender, six empty and four loaded trucks, a goods van, two passenger carriages, and a mail van; and the engine driver proceeded very cautiously—at a speed stated to have been about 5 miles an hour—towards Caersws, a mile from Moat Lane. As the train approached a viaduct across the Severn on the east of Caersws, the engine left the rails at 7.14, and turned over on its left side on the south of the embankment leading to that viaduct. The tender, following the engine, and impelled by its own momentum and that of the train behind it, had its hind end tilted up, and came to a stand on its front end. These lay in the water, which had risen to an extraordinary height on either side of the embankment, and was still rising. A flour waggon behind them was also thrown off the line and into the water, and

two empty trucks mounted partly upon it, while the other vehicles remained on the rails.

The only passengers in the train were two timber-loaders, servants of the Company, on their way to Machynlleth, in one of the carriages. The guard in the goods van felt a violent shock, which stunned him for two or three minutes, and threw him on his back. On getting out of his van he stepped into the water, and seeing the engine in the water, he ran back to the mail van. The mail guard was also thrown on his back, and as soon as he could get out of his van, he met the goods guard coming towards him. The engine driver, Samuel Daniels, was jammed between the engine and the tender, and he appears to have been drowned in that position, though his head and part of his breast were visible above the water. The fireman, John Davies, fell also between the engine and the tender, but under the surface of the water; and he received a very extensive injury in the lower part of the abdomen, which was of itself sufficient to cause death.

These poor men had, as well as the goods guard, left Machynlleth at 3.30 that morning for Newtown, with the *up* mail and goods train. They found a heavy flood, which covered the line, between Talerddig and Carno, six or seven miles from Caersws, and the fire of the engine was nearly put out by it before they reached Carno. In approaching the Caersws viaduct on this *up* journey, at 5.38 a.m., the driver had slackened speed to about three miles an hour, had left his engine, and had walked in front of it for some little distance, signalling to the fireman with his hand lamp. He was no doubt induced to take this precaution, in consequence of his having found so much water on the line west of Carno, and was probably the more confident, in returning an hour and a half afterwards, in regard to the condition of that part of the line. It would have been well if his efforts had been seconded by those whose special duty it was to look after the safety of the permanent way and works.

The flood that occurred on that particular morning was the highest that had been known in the district for 16 years, and it was accompanied by one of the heaviest gales that ever visited this country. The embankment at the east end of the Caersws viaduct was afterwards found to have been damaged or carried away for a length of 48 feet and a maximum depth of 8 feet, which was nearly its full height. It was originally constructed of gravel and silt from the river, with stones of various sizes on its slopes and at its end. Some of the larger material at the end remained after the subsidence of the flood. The valley south of the viaduct and embankment having been transformed in the course of a few hours into a lake, by a rise of water of 11 or 12 feet, waves of considerable dimensions beat against the embankment, and the south corner of it at the east end of the viaduct was particularly exposed to the combined action of the flood, the gale, and the current. It is probable that only a part of the damage above specified was done to the embankment before the accident, as I learn that the flood was at its highest about 20 minutes afterwards. The only person who observed the danger before the train came up was a day labourer in the employment of Mr. Kinsey, of Maesmawr, named Thomas Davies. He saw, as he walked along from the viaduct, that "the earth had passed off from under the sleepers for about eight or nine yards." Running forward, he met the train, and he called out to the engine driver, and held up his hand to point out the danger to him as he passed. But the driver, though he looked at him, did not take any notice of him, or do anything that he could see towards stopping the train. The wind was so high that the driver probably did not hear him calling, and he may have understood him to be pointing to the height of the water only.

The viaduct over the Severn is a timber one, of ordinary construction. There are four timber piles in each pier, and the permanent way is carried on double baulks of timber, one under the other. Struts have also been added below them for greater stiffness. There are eight river openings of 20 feet each, besides one at each end, adjoining the embankment. The struts have to some extent diminished the waterway in time of flood, but the viaduct was nevertheless uninjured by the action of the water on the present occasion. The Company now propose to increase the waterway by shortening the embankment, or rather by not filling up a portion of that which has been washed away. It is desirable that the new end of the embankment should be secured by stone pitching in a substantial manner, and after the experience of this accident, that the other end of the embankment should be similarly treated.

But these precautions should not be considered to do away with the necessity, which also exists, for increased vigilance on the part of the inspectors of permanent way and the platelayers. The district inspector for 37 miles of this part of the line lives at Caersws, and was there when the accident occurred. It would have been better if he and his platelayers had been up and looking after the bridges, embankments, and permanent way, with a view to the safety of the trains, on such a morning. The printed regulations of the Company require that the whole line shall be inspected by the platelayers before 7 a.m. in summer and before 8 a.m. in winter. But something more is required in such an exceptional case as a flood of this description. A most serious accident may be caused by less extensive damage, and even by the washing away of the ballast for a short distance from under the sleepers. It is very necessary, on the occasion of such extraordinary floods, either that critical points should be watched by night as well as by day, under proper supervision, by a proportion of the platelayers, or that the working of the night traffic should be temporarily suspended; and I would recommend, in conclusion, that the Company's regulations should be revised with a special view to this requirement.

I have, &c.
H. W. Tyler.

The Assistant Secretary,
Railway Department,
Board of Trade

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 29*th February* 1868.

Sir,

I am directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 5th inst, near the Ossett Station on the Lancashire and Yorkshire Railway.

I have, &c.
R. G. W. Herbert.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

Board of Trade,
(*Railway Department*),
Whitehall, 26*th February* 1868.

Sir,

I have the honour to state, for the information of the Board of Trade, in obedience to your minute of the 7th instant, the result of my inquiry into the circumstances which attended a collision, happily unattended with any fatal results, between a passenger train and a coal train, proceeding in opposite directions, between Horbury Junction and Horbury and Ossett station on the down line of the Lancashire and Yorkshire Railway, between Wakefield and Manchester, on the 5th instant, on which occasion about ten passengers are stated to have been injured, one of the number very seriously, and the guard of the passenger train was also hurt.

Horbury Junction is about two miles from Kirkgate station, Wakefield, and nearly two miles from Horbury and Ossett station. It is a very busy place, as the coal coming off from the Barnsley branch is from thence dispatched in an easterly and westerly direction along the main lines of the Lancashire and Yorkshire Railway. On the 5th instant an engine and tender, with a van attached, arrived at the Junction about 11 a.m., for the purpose of making up its load for the Wakefield and Bradford coal train. It was travelling on the up main line, and as it was passing over the crossing of the Barnsley branch down line the wheels of the tender took the wrong side of the fixed point rail, and passed to the Barnsley branch down line, and was at once pulled off the rails, and blocked both the up main line and the Barnsley branch down line. The draw bar of the van behind the tender broke, and the van followed the engine on the up line.

Efforts were at once made to endeavour, with the assistance of some other engines, to get the tender back on to the rails, but one pair of the wheels had the axle badly bent, so that it would not travel; and as the up main line continued blocked, the station-master at Horbury junction (Mr. Shilton) determined to work the traffic between Horbury junction and Horbury station on the down main line as a single line.

Accordingly, he dispatched porter Dewis on a goods engine, passing out to the main up line by a siding, to Horbury and Ossett station, with a block paper for the station-master, informing him that the up line was blocked, and that all trains between Horbury junction and Horbury and Ossett station would pass on the down main line; appointing Dewis pilot guard, and directing that "no engine or train must be "allowed to leave Horbury and Ossett station without the pilot guard."

On the return of the engine with the pilot guard Dewis to Horbury junction, the station-master sent him back to Horbury and Ossett station in front of a London and North-western, a Lancashire and Yorkshire mail, and a Dewsbury passenger train, all apparently travelling as separate trains on the down or wrong line of rails; and when these trains reached Horbury and Ossett station they crossed over to their proper road, and the pilot guard Dewis returned a second time to Horbury Junction.

The station-master then told Dewis that he was anxious that he should take the "Sharleston and North Dean" and the "Bradford, Low Moor, and Barnsley" coal trains to Horbury and Ossett station. The latter train was then standing on the Barnsley branch, and the Sharleston and North Dean coal train was got ready, the goods engine, which was used by the pilot guard Dewis as a pilot engine, being coupled on to it, to draw it forward, in order that the Bradford, Low Moor, and Barnsley coal train might be backed off the branch line. At this time a passenger guard, named Walton, arrived from Wakefield, and he asked the station-master what his arrangements were, and was informed that Dewis was appointed pilot guard. The station-master says that Walton wanted Dewis to take the Sharleston and North Dean coal train to Horbury and Ossett station, and to return with the down passenger mail train. The station-master told Walton that the Barnsley branch down line was blocked, and that he must make a road for the 12.37 p.m. passenger train from Barnsley, and that he must send the Bradford, Low Moor, and Barnsley train away. He adds that Walton was in conversations with Dewis, and he thinks he must have given him some instructions; and this is confirmed by the driver of the pilot engine, who heard Walton tell Dewis that he was to go forward with the Sharleston train only, the down mail being due, and that when they got to Horbury he was to let the mail come and follow that train (if there was nothing else) to Horbury junction, to fetch the Bradford, Low Moor, and Barnsley coal train. This corresponds with Walton's own statement. The pilot guard Dewis replied, that if the down mail was late he would work the Dewsbury passenger train down, and then fetch the coal train. The station-master also says that as the Sharleston train started without being coupled to any other train, he went to Dewis, and told him that the Bradford, Low Moor, and Barnsley coal train would follow him, and that he was to stop the mail at Horbury station, until it arrived, and then he was to bring the mail down. This appears to have occurred before Walton gave Dewis instructions. This statement is also confirmed by the driver of the Sharleston train, but is denied by pilot guard Dewis.

The Bradford, Low Moor, and Barnsley coal train, consisting of an engine and tender, 29 loaded waggons, and one van, was started at an interval of time, which is differently estimated by the various witnesses, after the Sharleston and North Dean coal train with the pilot engine and pilot guard had left. This interval varies from two to ten minutes, and the driver says that he travelled at a speed of eight or ten miles an hour.

In the meantime, the pilot guard Dewis arrived at Horbury and Ossett station with the pilot engine and the Sharleston and North Dean coal train. The pilot engine was placed in the siding, and Dewis told the station-master that his instructions from Mr. Shilton were to take the down mail and anything else, and then to fetch the Bradford, Low Moor, and Barnsley coal train from Horbury junction. After that he was to take the passenger train from Dewsbury, which was due at Horbury and Ossett Station at 12.40 p.m.

The 10.15 a.m. down mail train, consisting of an engine and tender, five carriages (with continuous breaks on four carriages), and a fish truck, was dispatched by the pilot guard Dewis from Horbury and Ossett station at 12.25 or 26m.; it was followed in about two minutes by a short goods train, and the pilot engine with the pilot guard left in about another minute.

The mail train was travelling through a deep cutting, constructed on a curve, at a speed which the driver estimates at from 30 to 35 miles an hour, when, just before leaving Horbury tunnel, the driver observed the buffer plank of an engine coming towards him on the same line, and about 100 yards distant, and he at once reversed his engine, whistled for the guard's breaks, and the fireman applied the tender break, and they did all they could to diminish the speed of the train, which the driver thinks he had brought down to about one half, before the collision took place at 12.29 p.m. The driver, fireman, and Mr. Myers, of the locomotive department, jumped off a few yards before they reached the place where the collision occurred. The two engines of the meeting trains were both a good deal damaged, and the tender of the mail train was lifted, and forced backwards through the body of the first carriage (a composite); and one of the passengers who was most injured could not be released from the broken carriage until the engine of the short goods train was brought up, and hooked on to the rear of the mail train in order to draw it back.

The collision was the result of a misunderstanding between the station-master (Mr. Shilton) at Horbury junction and the pilot guard Dewis; and it could not have happened if the Company's "*Instructions* "*for working single line in event of any obstruction*" had been obeyed. An extract from the Company's regulations strictly prohibits the sending forward a train on the wrong line by a *verbal message*;—and, in consequence, the system of issuing "block papers" containing the order to which I have already referred, was adopted, directing that no "train must be allowed "to leave without the pilot guard."

This order was first violated when the pilot guard Dewis proceeded from Horbury junction towards Horbury and Ossett station on the pilot engine in front of the London and North Western, Lancashire and Yorkshire Mail, and a Dewsbury passenger train, three separate trains,—and no casualty occurred in consequence of this infraction of the order by the

station-master. But when the same practice was followed with reference to the two coal trains, the pilot guard Dewis being verbally told to remain at Horbury and Ossett station until the second or following coal train arrived there, a mistake occurs which might have been attended with much more serious results.

It appeared, however, by the evidence that although this "block paper" was usually issued, it was never attended to, as the Company's servants were in the habit of working single lines on such occasions in a much more loose manner.

The order in the block paper is not a judicious one, as, strictly construed, only one train could be taken over the line by the pilot guard; whereas if either of the systems II. or III. as to the MODES OF WORKING SINGLE LINES, which are sanctioned by the Board of Trade, had been adopted, this collision could not have occured. It is highly desirable that one or other of these modes should always be adopted when the necessity for working a single line arises.

I consider the Horbury junction station-master (Mr. Shilton) and the pilot guard Dewis are both exceedingly to be blamed for having worked the traffic in such a manner; and I also think the conduct of the guard Walton, in interfering in what was not his business, deserving of censure, as it is quite possible that except for his directions to the pilot guard Dewis he would have listened to Mr. Shilton's verbal instruction to remain at Horbury and Ossett station until the arrival of the Bradford, Low Moor, and Barnsley coal train from Horbury junction.

As already stated, the necessity for working the traffic on a single line between Horbury junction and Horbury and Ossett station was occasioned by a tender getting off the line at a crossing at Horbury junction. This, I have no doubt, was due to the bad state of the line at this crossing, as I found no less than one half (five out of ten) of the chairs broken under this crossing when I visited the place on the 11th instant. It was urged that some of these chairs might have been broken by the tender getting off the rails. It is possible, but my impression was in favour of their having long been broken, as I found several were kept in their position on the sleepers by iron spikes driven at the sides and ends of the chairs; and I noticed that the condition of the line was bad at the junction and between that place and Horbury and Ossett station.

I trust that the Directors of the Lancashire and Yorkshire Railway Company will take care to have the condition of the line improved without any delay.

I have, &c.

W. YOLLAND,
Colonel.

The Secretary,
Railway Department,
Board of Trade.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 7th February 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, for the careful consideration of the directors of the London and North Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed to inquire into the fatal accident which occurred on the 4th ultimo to a man and child whilst crossing from one platform to the other at the Nuneaton station of the London and North-Western Railway.

I am, &c.

R. G. W. HERBERT.

The Secretary of the
London and North-Western
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 1st February 1868.

SIR,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your Minute of the 9th ultimo, the result of my inquiry into the circumstances which attended a fatal accident that occurred on the 4th ultimo, at the Nuneaton station of the Trent Valley section of the London and North-Western Railway, when a child 22 months old was killed on the spot, and her grandfather, James Lord, in whose arms she was being carried across the line from platform to platform, received such injuries that he died on the 14th ultimo.

The booking office at the Nuneaton station is situated on the west or town side of the line. There are up and down platforms rather more than 100 yards in length, and about 21 inches in height, and the ends of these platforms are ramped down to afford facilities for passengers to cross on the level, at either end of the station, the two main lines of rails that pass between the platforms, the distance across being about 20 feet.

The up Scotch express due in London at 9.50 p.m., is appointed to arrive at Nuneaton station, where it has to stop, at 7.16 p.m., but on the 4th ultimo it did not arrive until 7.23 or 7.24, and the station-master, who was standing on the up platform nearly opposite to the booking office, informed me that he started it at 7.27. A train for Leicester is appointed to leave Nuneaton at 7.30; this train was standing on the down line when the up Scotch express, which was seven or eight minutes late, passed into the station, and the driver of the Leicester train gradually followed the Scotch express on to the up line and came to a stand about six yards behind it, when the express stopped, and when it started the Leicester train drew up towards its usual place at the platform, at a speed which the driver estimates at four or five miles an hour; and he says, that he saw a man run across the lines in front of him, and then another with a child in his arms. The first man got safely across, but when he saw the other man leave the down platform he thought he would not get safely across, and he sounded the whistle, reversed his engine, and told the fireman to put the break on, and he did so. He also says that if his engine could have been brought to a stand when he first saw the man with the child in his arms, he would have been five or six yards in front of the engine; he does not think the man saw the engine, as the child was carried on the left arm, that next to the engine. The station-master confirms the engine-driver's statement:—He observed a man with a child in his arms jump from the down platform, crossing towards the up line as the last van of the Scotch express passed him, and he saw that he was in danger, and called out to him and to the engine-driver. He says the man seemed to quicken his pace, as if he thought he could reach the platform before the engine came up; he got to the platform just as the engine passed, and was between the engine and the wall of the platform, and seemed to be twisted round by the engine, and was knocked down by the steps and fell by the side of the engine and was very severely injured. He also states that from the time when the man jumped down from the down platform to the time of the accident did not exceed 10 seconds.

James Lord intended to leave Nuneaton by the Leicester train at 7.30, and he took the earliest opportunity of crossing from the booking office to the up platform immediately the up Scotch express left. It is stated that the proper places for crossing from one platform to the other are at the northern and southern ends of the platforms; but it is admitted that the public do not go to the proper places for crossing the line, but cross at all parts, but mostly

opposite the booking office. There was no down train in the station at the time when James Lord crossed, but one was due to run through the station without stopping before he attempted to cross.

This accident is one of a class that frequently occurs. Intending passengers, or those that have quitted a train, are frequently knocked down and killed outright or severely injured by engines or trains which they have not perceived when attempting to cross the rails; and the only remedy is to construct a footbridge over the line, and to prevent passengers crossing on the level. The platforms at Nuneaton station are low and afford facilities for crossing. The passenger traffic at Nuneaton station appears to be considerable, as 4,663 passengers were booked in the month of December, and probably an equal number got out at this station.

The daily railway traffic is now very considerable.

There are 17 through passenger trains.
" 43 stopping " "
" 21 through goods trains.
" 50 stopping " "
" 12 engines running round trains;

making up a total of 143.

The accommodation at the station for this traffic is evidently insufficient, as several trains are started from the wrong platforms, and the working of the traffic is further complicated and made more dangerous to the public, by the existence of the level crossing of the Coventry and Leicester turnpike road.

That the accommodation is considered insufficient by the London and North-Western Railway Company may, I think, be inferred from the fact of their going to parliament during the present session for the acquisition of additional lands at Nuneaton station for the enlargement of the station. And I have noticed that there is also another bill before Parliament, entitled the Midland and London and North-Western Railway Companies (Ashby and Nuneaton Railways), by which, among other things, another branch is proposed to be made, called the "Nuneaton Junction," which when made will probably bring increased railway traffic into the Nuneaton station.

In the application of the London and North-Western Railway Company for the acquisition of additional lands, it does not appear that they contemplate doing away with this objectionable and dangerous level crossing, respecting which I reported fully on the 10th January 1865. I have nothing to add to that report; the level crossing remains in the same state, but the railway traffic has increased, and the Vicar of Nuneaton informed me that the inhabitants of Nuneaton were still occasionally subjected to considerable delay in passing along the turnpike road across the railway; and I enclose a letter to the same effect from one of the inhabitants (Mr. Nason).

I should hope that if the London and North-Western Railway Company are permitted to acquire additional lands for the enlargement of the Nuneaton station, it will only be under an express stipulation to provide the means whereby passengers can safely cross from one platform to the other, and that the level crossing shall at once be done away with, as it is admitted that there is no difficulty in building a bridge.

I have, &c.
W. Yolland,
Colonel.

The Assistant Secretary,
Railway Department,
Board of Trade.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 4th March 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Capt. Tyler, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred, on the 19th ultimo, to a passenger train when passing round the curve at Poupart's Junction, on the London, Brighton, and South Coast Railway.

I am, &c.
R. G. W. Herbert.

The Secretary of the
London, Brighton, and South Coast
Railway Company.

Sir, 1, *Whitehall, 28th February* 1868.

In compliance with the instructions contained in your minute of the 20th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 19th instant, near the Poupart's Junction, on the London, Brighton, and South Coast Railway.

This junction, between the high level line from the Victoria station and that which was in use previously to its construction, is about half a mile to the north of the Clapham Junction station. The high level line was constructed at great expense, partly to avoid the sharp curve at the Stewart's Lane Junction, and it joins what was the previous main line of the West End and Crystal Palace Railway, on a curve of which the radius varies from 22·72 to 21·21 chains. This curve passes over a portion of embankment about 20 feet high and 93 yards long, between the junction stage and a viaduct on the north of it. On the south of the junction the line is straight, passing by a bridge over the London, Chatham, and Dover Railway, and then over a further portion of embankment south of that bridge. The gradient falls 1 in 159 from the northward to a crossing 33 yards north of the cabin, which forms part of the junction, and then rises 1 in 190 towards the south.

The 8.58 a.m. passenger train from Victoria to London Bridge, started from the former station at 8.59 on the day in question, consisting, in the following order, of an engine and tender, a third-class (break), a third-class, a second-class, a composite, three first-class, two second-class, a third class, and a third-class (break) carriages. It travelled without stopping, and in due course, until it approached the Poupart's Junction at a speed of about 20 miles an hour. As it rounded the curve above described on the north of that junction, the leading wheels of the engine dropped off the rails to the right, on the outside of the curve, 33 yards to the south of the viaduct, and 60 yards north of the junction cabin. The engine ran along in this condition to the crossing, 33 yards from the point at which the wheel first mounted, and 27 yards north of the junction cabin. The right wheel struck violently against that crossing, the leading wheels were thrown over to the left of the rails, and as they passed through the junction they strained the points, and bent the connecting rods. After crossing the bridge over the London, Chatham, and Dover Railway, and tearing up the permanent way, more or less, in its course, the engine turned to the left, 80 yards south of the junction, and ran down the embankment. It fell on its left side at the bottom of the slope, with its wheels partly in the air. The tender followed it, remaining on its wheels on the side of the slope. The leading break-carriage came to a stand behind it, at right angles to the line, also on its wheels, on the side of the slope; and the remaining vehicles stood in their proper order on the embankment, but off the rails.

The engine was not so much damaged as might

have been expected. The funnel, feed pipes, and draw-bar were broken, as well as the tank and two of the springs of the tender, and the hook of the draw-bar behind the tender. The total damage to the engine and tender is estimated at 60*l.*, and to the carriages at 40*l.*

The whole distance, from the point at which the leading wheel of the engine first mounted the rail to the spot where it lay, was only 200 yards. The engine-driver noticed nothing unusual until he felt a "twist" when the engine wheel dropped off to the right of the rails, and that the crossing turned the wheels over to the left of them. While the engine rolled about subsequently, and as it ran down the bank, he kept hold of the regulator-handle and the spring balance, and as it turned over he let go and fell upon the hedge at the bottom of the slope. He was severely shaken and much pricked in the hedge. As he approached the spot where the engine first left the rails he noticed some platelayers at work there.

The fireman also noticed a gang of platelayers standing by the line as he approached the Poupart's Junction, and felt the engine "give a jump" as he passed them. As the engine ran down the slope of the embankment and fell over he was thrown partly across the hand-rail, with his feet against the fire-box; and he was also much shaken.

The guard, who rode in the leading break-carriage next behind the tender, was standing up and looking at the engine when the accident occurred. He saw "the fore part of the engine begin to jump," and noticed all that followed. He suffered, as well as the guard in the hind van, from the effects of the shock; but out of about 30 passengers who were travelling in the different carriages three only have as yet complained of injury.

The engine, No. 40, was a six-wheeled engine, built by Messrs. Sharp, Stewart, and Co., of Manchester. The leading wheels were 3 ft. 6 ins., and the driving and trailing wheels, coupled together, 5 ft. 6 ins. in diameter. The wheel-base measured 6 ft. 6 ins. between the leading and driving, and 7 ft. between the driving and trailing wheels. The flanges o the leading wheels were rather thin, but the tyres had recently been turned up, with shoulders under the flanges, and had only been running after that operation for four days.

I heard of this accident on my way from Hampton Court to London, and was put down on the spot an hour and twenty minutes after it occurred, through the courtesy of the officers of the London and South Western Company, from the train in which I was travelling. A mark was then plainly visible on the outer rail of the curve above referred to, where the right leading wheel of the engine had passed over it. After procuring a spirit level, I found that the superelevation of the outer rail of that curve, measured at short intervals from the viaduct north of the junction, varied as follows:—$4\frac{5}{8}$ ins., $4\frac{5}{8}$ ins., $4\frac{5}{8}$ ins., $4\frac{3}{4}$ ins., $5\frac{1}{8}$ ins., $4\frac{1}{2}$ ins., $3\frac{5}{8}$ ins., $3\frac{3}{4}$ ins., $3\frac{1}{2}$ ins., $3\frac{1}{8}$ ins., $2\frac{5}{8}$ ins., $2\frac{1}{8}$ ins., $1\frac{11}{16}$ in., $1\frac{3}{4}$ in., where the engine wheel mounted, and $1\frac{5}{8}$ in. where it dropped off to the right of the outer rail.

The understanding between the inspector of this portion of the permanent way and the foreman platelayer appears to have been that the outer rail should be kept 3 ins. higher than the inner rail on this curve, running down to 2 ins. at the crossing, and to nothing at the bridge south of the junction; and there can be no doubt that if 3 ins. had been regularly maintained from the viaduct to the spot where the engine wheel mounted the accident would not have occurred. The platelayers began to lift the inner rail of the curve at 8·30 a.m., rather more than half an hour before the accident, and working by the eye only they lifted it too much. There had been for some time a gradual subsidence of the embankment on the inside of the curve; and, the foreman platelayer was no doubt induced to raise the inner rail more than he would otherwise have done in order to allow for such subsidence. But he did so to an imprudent extent, and the accident was the natural result of the unequal and unsafe condition of the curve as shown by the measurements above recorded.

Looking to the position of this curve and to the difficulty of maintaining a sufficient superelevation of the outer rail at and near the junction crossing, I have recommended, as a useful precaution, and with a view to the prevention of any accident of this description for the future, that a check-rail should be added north of the junction; and I have further recommended that printed rules should be issued for the guidance of the platelayers in regard to the maintenance of the various curves on the line. I am happy to report, in conclusion, that the engineer of the Company is prepared at once to carry these recommendations into effect.

I have, &c.

The Assistant Secretary,
Railway Department,
Board of Trade.

H. W. Tyler.

London, Brighton, and South Coast Railway,
Secretary's Office,
London Bridge, S.E.,
5th March 1868.

Sir,

I have to acknowledge the receipt of your letter of yesterday, R. 432, with a copy of Captain Tyler's report on the accident at Poupart's Junction on the 19th ultimo, and which shall be laid before the Directors.

In the meantime I have the pleasure to inform you that the Company's engineer has already been instructed to place a check-rail, not only at this junction but also on similar curves at other parts of the line.

I have, &c.

The Assistant Secretary,
Railway Department,
Board of Trade,
Whitehall, S.W.

A. Sarle,
Secretary.

Board of Trade
(Railway Department),
Whitehall, 7th March 1868.

Sir,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 5th inst., stating that the engineer of the London, Brighton, and South Coast Railway Company had already been instructed to place a check-rail, not only at the Poupart's junction, where the accident occurred to a train on the 19th ultimo, but also on similar curves at other parts of the line, and I am to express the satisfaction of the Board of Trade with these additional precautions taken by the Company for ensuring the public safety.

I have, &c.

The Secretary of the
London, Brighton, and
South Coast
Railway Company.

R. G. W. Herbert.

LONDON, CHATHAM, AND DOVER RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 21st February 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the directors of the London, Chatham, and Dover Railway Company, the enclosed copy of the report made by Captain Tyler, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a passenger train in the Penge

tunnel of the London, Chatham, and Dover Railway, on the 6th ultimo.

I am, &c.

The Secretary of the London, Chatham, and Dover Railway Company. R. G. W. Herbert.

Walton-on-the-Naze,
14th February 1868.

Sir,

In compliance with the instructions contained in your Minute of the 11th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 6th ultimo, in the Penge tunnel, on the London, Chatham, and Dover Railway.

The Penge tunnel, a mile and a quarter long, is a quarter of a mile north-west of the Penge station, 100 yards south-east of the Sydenham Hill station, and nearly six miles from the Victoria (London) station.

The 9.20 a.m. passenger train left Beckenham punctually on that day for London, consisting of an engine (the "Gorgon") and tender, and No. 112, second-class (break), No. 204, third-class, No. 73, first-class, and No. 73, third-class carriages. After leaving the Penge station at 9.25, the engine-driver entered the Penge tunnel at a speed of, perhaps, 15 or 20 miles an hour. He had travelled rather less than half a mile through the tunnel when he felt a jerk, which led him to believe that he had run over something on one of the rails. He soon perceived that the train was "dragging heavily," and he brought it to a stand as quickly as he could. He then went back with his hand-lamp to see what was the matter, and found that two of his carriages, which were off the rails, had run far enough into the six-foot space to foul the down line. Knowing that the 9.15 a.m. down train from London (Victoria) was nearly due, he uncoupled his tender from his carriages, and ran forward to stop it. He placed, with that view, three fog signals on the rails of the down line inside the tunnel a short distance in front of his own train, and he then ran forward to warn the signalman at Sydenham Hill. He was fortunate in stopping the down train afterwards at the Sydenham Hill station.

The guard of this up (Beckenham) train, who rode in the break-carriage next behind the tender, first "felt his carriage give a jump," and thought that it left the rails and then got on them again. On looking out he further felt a jerk, and heard the ballast flying behind him. As soon as the train came to a stand he went back with his hand-lamp, and found that the top had been broken off one of the rails. He noticed that the engine, tender, and two first carriages remained on the rails, while the two last carriages were off the rails with all their wheels. No. 73, first-class carriage, stood half-way across the six-foot space, towards the down line, and No. 73, third-class carriage, in a similar position, though rather nearer to the down line. He traced the marks on the ballast from the broken rail to these carriages, and observed that none of the couplings had given way. He arranged with the driver and fireman that they should run forward to stop the down trains while he went back to Penge to get both lines blocked.

As far as I have ascertained, only one passenger suffered from the effects of the accident.

The rail which thus failed was one of those, of the ♀ section, originally laid in the line. The upper flange had fallen away in six pieces (showing defective manufacture) for a length of about two feet. Many of the rails in the same locality were failing more or less in a similar manner. They are said to have been supplied to the contractors for the construction of the line by the Aberdare Company. The line is now being relaid with steel rails.

The same engine-driver, fireman, and guard had passed through the tunnel on the same line of rails at 7.36, nearly an hour and three quarters before, without perceiving anything wrong. The three trains which immediately preceded the 9.20 a.m. Beckenham train through the tunnel were, the 6.0 a.m. train from Dover, which passed Penge about 8.59; the 4.15 a.m. boat train from Dover, which only left Dover at 7.13, and passed Penge about 9 o'clock; and the 8.45 a.m. train from Sevenoaks, which passed Penge about 9.19.

The servants of the company with the 6.0 a.m. train from Dover did not perceive anything unusual in passing through the tunnel.

The engine-driver of the boat train from Dover informed me that he "felt no shock." His fireman "felt a bit of roughness in the tunnel, but nothing "more than usual." The head guard of this train thought the road "appeared to be rather rough," and though he did not "suppose that anything dangerous would result," he reported to Mr. Hancock, the station master at Herne Hill ($3\frac{1}{4}$ miles from Penge, and $1\frac{3}{4}$ miles from the tunnel), that there was "something wrong in the tunnel." He also asked for Mr. Hewitt, the district engineer, who lives near the Herne Hill station, and whom he frequently saw on the platform there in the morning. Finding that Mr. Hewitt had gone on to London, he afterwards went to his office, and searched for him at the Victoria station, and not being able to meet with him, he reported to Mr. Brown, in his office, at 10.15, that he had noticed a bad rail in the Penge tunnel,—an "off-side rail in the up line, near the down distant signal." Mr. Mills, the engineer of the line, came into the office after this was written down by Mr. Brown, but he had just heard of the accident.

The under guard with this boat train from Dover also "felt a kind of concussion very slightly, in going through the tunnel," and thought "it might be a bad rail, or something of that sort." When the train stopped at Dulwich for signals, he asked the head guard whether he had felt anything, and on his answering in the affirmative, he told him he thought he ought to report it. The head guard, upon this, took the steps above referred to, and the under guard also mentioned the circumstance to Mr. Hancock at 9.19, about nine minutes before the accident occurred.

Mr. Hancock, the station master at Herne Hill, states that the head guard of the boat train reported to him, at 9.20, at the instigation of the under guard, their having felt a sudden jerk in the Penge tunnel. He inquired as to the nature of the jerk, and was informed that it was like a "bad place in the road." He heard nothing of it from the engine-driver or from the passengers, but he wrote a message—"Have the up road seen to in tunnel, driver and guards complain of a bad rail." And he took this message to the signal-box at 9.21 to be forwarded by telegraph to Penge.

The Herne Hill signalman received this message from Mr. Hancock at 9.21, and endeavoured to forward it to Penge. The Victoria portion of the boat train went forward from Herne Hill at 9.20, and the Ludgate portion at 9.22. The signalman had to *take on* the 9.15 down train from the Victoria and Ludgate stations, and the 8.45 up train from Sevenoaks, and to *give them on.* Excepting while engaged with these trains, he continued to *call* Penge until 9.35, and Mr. Hancock visited his box five or six times to see that he did so. After calling for five or six minutes, some one appeared to him to reply (PX) from Penge box. He tried SP (special message) two or three times, and DB (ordinary message), but not DG (danger).

It did not, indeed, make any difference what letters he gave on his instrument, for the Penge signalman states that he did not see or hear him calling at all. The Penge signalman *gave on* the 8.45 Sevenoaks train at 9.18, that train passed him at 9.19, and it cleared Sydenham Hill at 9.22. He *took on* the Beckenham train at 9.20, and gave it on at 9.24 when it passed him. At 9.28 he *took on* another train from Penge Junction, and he then went out to shut the four gates of a level cross-

ing which is under his charge, and is just outside his box. This man is constantly engaged in working the gates of his road crossing and his signal levers, which are also outside his box, and it cannot therefore be expected that his attention should be obtained at any moment by the mere working of his telegraph instruments in a case of emergency. The Penge station is the terminus of the telegraph block-system on this railway. The special instruments for that system from box to box, as from Herne Hill to Dulwich (one mile), from Dulwich to Sydenham Hill (three quarters of a mile), and from Sydenham Hill to Penge (a mile and a half), are connected with bells, but there are no bells connected with the speaking instruments from box to box on the continuous wire between these stations. Bells would, indeed, do more harm than good in such a case, because any one signalman wanting to communicate with any other signalman would ring the bell in every signalman's box. But no signalman can attend properly to instruments inside his box, when he is at the same time required to attend to duties outside his box, such as those which are required of the Penge signalman.

The road which thus crosses the railway at Penge is said to be a private road, but it is one which is much frequented, and which, as building goes on in the neighbourhood, will become more and more important. It is desirable either that the signalman should have an assistant to work the gates under his orders, or that he should be provided with the means of working them from the interior of his cabin. And all his levers should be under cover, and so arranged that he may always be within sight and hearing of his telegraph instruments.

With regard to the 8.45 a.m. train from Sevenoaks, which consisted of an engine, tender, four carriages, and a break-van, and which passed Penge only five minutes before the Beckenham train left that station, it appears that the engine-driver "felt, about a "quarter of the way through the tunnel, a jerk, as if "a spring had broken." He went forward "along the "side of his engine, and found it was working all "right, and examined the springs, and found one "broken,—the right-hand driving spring." He "looked back and found the train pulling at the same "speed, and concluded the spring was the cause of "the shock he had felt." He ran forward to Blackfriars without stopping, except for half a minute, after having been checked by signals, at the Borough Road. On reaching the Blackfriars station, about 9.35, he "told the inspector on duty to telegraph back to send "a man through the tunnel to see if anything was "wrong."

The fireman of this train was standing in front of the engine as it passed through the Penge tunnel, and on feeling "a sort of a drop," rather less than half way through the tunnel, he went back to the foot plate, and asked his mate whether he had felt it. The driver then went forward as above described.

The guard of the Sevenoaks train, who rode in the last vehicle of it, informed me in the first instance that "he felt nothing unusual in passing through the tunnel," but he afterwards admitted that he had "felt a slight shock," which "he only remembered after "the passengers had remarked upon it at the Borough "Road." He there told the engine-driver that the passengers had been alarmed by the shock, and he learnt from him that he had a spring broken. The signal then "dropped, and they went forward to "Blackfriars, where the circumstance was reported "by the driver to the inspector on duty," and the guard hearing that the driver was reporting it "went on with his other business." *After* he had heard of the accident at the Ludgate station, he wrote the following to the passenger superintendent:

"SIR,

"I HAVE to report to you a defective rail about "one hundred yards in the Penge tunnel, on the up "line, which caused such a shock to the 8.45 a.m. up "train this morning as to alarm the passsengers.

"Your obedient servant,

"B. Smythe, Esq., J. OSBORNE,
"Victoria. Guard."

I have thought it worth while thus to notice at some length the circumstances under which this accident occurred, because, although happily no very serious consequences ensued, there seems to have been some want of care aud vigilance, or at all events an insufficient apprehension of risk, on the part of the servants of the company. The condition of the rail that caused the accident was more or less perceptible to the engine-drivers, firemen, and guards of the two preceding trains; and they might easily have been more active in calling attention to it. The company's servants with the boat train might have reported it at Dulwich, where that train was stopped by the signals, and the driver of the Sevenoaks train would certainly have acted more prudently if he had stopped at the Sydenham Hill station, 100 yards north of the tunnel, and had then consulted with his guard, and reported what he had felt, and the condition of his engine, instead of running through with his broken driving-spring to London.

I have, &c.

The Assistant Secretary, H. W. TYLER.
Railway Department,
Board of Trade.

SOUTH EASTERN RAILWAY.

Board of Trade
(Railway Department),
SIR, *Whitehall, 4th February* 1868.

I AM directed by the Board of Trade to transmit to you to be laid before the Directors of the South Eastern Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a passenger train between Reigate and Redhill on the 18th ultimo.

I am, &c.

The Secretary of the R. G. W. HERBERT.
South Eastern
Railway Company.

The Woodlands, Dulwich.
SIR, *27th January* 1868.

IN compliance with the instructions contained in your minute of the 21st January 1868, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 18th instant between Reigate and Red Hill, on the South Eastern Railway.

A train which consisted of an engine, running tender foremost, a first-class, a second class-carriage, a guard's van, and a carriage truck, coupled in the order given, left Guildford for Red Hill, at 6·29 p.m. on the evening in question. The train was four minutes late in starting. It stopped at Shelford, Dorking, and Reigate, and left the latter station at 7·9 p.m., five minutes late. Immediately after passing Pim's Sand sidings, which are about three quarters of a mile east of Reigate, the engine gave a jerk, got off the rails and fell over on the bank, at the north side of the line, about 49 yards from the place where it gave the jerk.

The first-class carriage next to the engine was broken to pieces, and lay between the up and down lines. Fortunately there were no passengers in this

coach. The second-class carriage next to it, was thrown across the down line and fell over on the bank, on the south side of the line. The front panel of this carriage was stove in, and 6 out of the 11 or 12 passengers in it have complained of being bruised or shaken. No bones were broken, but one young lady who had just recovered from a serious illness, was picked up insensible. All the other passengers walked home.

The driver and fireman were thrown on to the bank, but were not hurt. The fireman ran forward to stop a down train that was due and succeeded in doing to about 600 yards from where the accident happened. The front wheels of the guard's van were lifted off the rails, and the front panel was damaged by the buffers of the second-class carriage. The guard received a slight blow in the shoulder, but went back at once towards Reigate, to block the line. The carriage truck remained on the rails.

The line at the place where the accident occurred, is in a cutting, about 29 feet deep, through sand. At the top of the cutting, at the north side of the line, there is a small ditch, which conveys the water from the hill. The ditch is about 20 feet from the edge of the cutting, and the quantity of water which runs down the ditch varies with the weather. It appears usually to be very small, as it is conveyed by an over bridge over the railway, in an 18 in. culvert. The line was opened in 1849, and the ditch and cutting have been in the same state ever since. A stream of water, about 12 in. wide and 2 in. deep, was running in the ditch this afternoon; it had been raining for a considerable time, and from the appearance of the stream, I should not have expected any danger of its breaking over the bank.

On the 18th inst., there was a heavy fall of rain. The 18 in. culvert was, I presume, filled, and the water accumulated in the ditch at the top of the cutting and broke through the bank; carrying the sand down on to the railway.

The driver of a pilot engine, who had business in the sidings, was at the spot, about 19 minutes before the accident. He observed that some sand had been washed down and that the water was running down the cutting. He and his fireman examined the place, with their lamp, and left with the impression that there was no danger of any slip. They did not therefore mention the matter, on their arrival at Red Hill.

When the 6·25 p.m. passenger train arrived at the place, it was raining heavily, and it was very dark. The driver could not see anything amiss; but on walking back after the accident, he found the up line of rails covered with sand, 7 to 11 in. deep, for a distance of about 12 yards. This had thrown the engine and carriages off the rails.

The speed at the time of the accident is stated to have been about 18 to 20 miles per hour.

From the appearance of the cutting and the ditch, I do not conceive that under ordinary circumstances such a slip could have been expected; but I recommend that the ditch along the top of the cutting be lined, and that an overflow be made to provide against the recurrence of a similar accident.

The running of the engine tender foremost had nothing to do with causing the accident, but the practice is objectionable.

I have, &c.
F. H. Rich,
Lieut. Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

REPORTS

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE BOARD OF TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of January, February, March, and April,

1868.

(PART SECOND.)

Presented to both Houses of Parliament by Command of Her Majesty.
May 1868.

LONDON:
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FOR HER MAJESTY'S STATIONERY OFFICE.

1868.

[*Price* 8*d.*]

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Board of Trade
(Railway Department),
SIR, *Whitehall, 25th April* 1868.

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 8th instant at the Sandy Station on the Great Northern Railway.

I am, &c.
The Secretary of the Great Northern Railway Company. R. G. W. HERBERT.

Board of Trade
(Railway Department),
SIR, *Whitehall, 23rd April* 1868.

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 16th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 8th instant between a passenger train and a coal train at Sandy Station on the main line of the Great Northern Railway, 32¼ miles south of Peterborough, on which occasion 15 passengers are said to be have been injured, one of the number, a young woman, very seriously, in addition to three of the company's servants.

Sandy Station is protected by the usual station signals and by distant signals, north and south of the station.

The up distant signal is placed 687 yards north of the station signal, and in clear weather it can be seen for a long distance. The up-station signal is visible from the engine of an up train approaching the station from the north, from beneath the bridge which carries the Bedford and Cambridge branch of the London and North-Western Railway over the Great Northern Railway, north of Sandy Station, a distance of 779 yards from the up-station signal.

There is an up siding lying north of the station, which is entered from the up line by a pair of points about 150 yards north of the station signal, and there is also a cross-over road from the up to the down line, having the points connecting it with the up line nearly 60 yards south of the station signal.

On the afternoon of the day in question an up goods train, with 14 waggons and two break vans on, running to its proper time, reached Sandy Station about 4h. 10m. p.m., and it was at once shunted off the up line into the up siding. The driver found the up distant signal off for him to come into the station, but the station signal stood at danger, and while his train was in the act of being shunted into the up siding both signals stood at danger.

It was followed within about five minutes by an up coal train with 30 waggons and a break van, which had reached Tempsford, 3½ miles north of Sandy Station, before the up goods train had left that place for Sandy Station. The driver of the coal train received a caution signal at Tempsford, and as he approached Sandy Station he found the up-distant signal on at danger against him, and he sounded the engine whistle for the signal to be taken off, and to give warning in the station that he was coming, as he was anxious to get on to Biggleswade, three miles south of Sandy, in order to shunt there, out of the way of a fast up passenger train. The distant signal was taken off, and he entered the station, but found the station signal at danger, and the signal-man on duty, John James, directed him to shunt by the cross-over road before referred to from the up to the down line. This coal train is said to have arrived at Sandy at 4h. 16m., running before its appointed time, which is not considered objectionable on the Great Northern railway, and it was in the act of putting across to the down line when the 12h. 10m. p.m. up fast passenger train from York arrived, and ran into it, at a speed which is estimated by the driver to have been about 30 miles an hour. About 11 waggons of the coal train remained uninjured on the cross-over road and down line, the 12th from the rear was struck, the passenger engine and tender forced their way ahead for about 60 yards and then fell over on their left sides clear of the up line, the guard's van next to the tender was thrown off the rails and stood on its wheels across both lines of way, with one end slightly damaged, and the remaining carriages stood on the up line. The first-class carriage next to the break van had one corner knocked in, and a composite carriage, which was next to it, had one seat of a second-class compartment driven forward. The steps and handles of several of the carriages were damaged, and a good deal of the glass in the last van was broken. The engine and tender were not very much damaged by falling over on their sides. Two of the coal waggons were destroyed, four were very much broken, and two others were slightly damaged. Considering the speed at which the passenger train was travelling at the time when the collision took place, it is surprising that much more serious results did not ensue. There is a discrepancy in the testimony whether the driver of the coal train was actually shunting it or drawing it ahead at the time. The driver of the coal train states that on seeing the passenger train approaching, and that a collision was inevitable, he took measures for and succeeded in breaking his train into two parts, and that with the engine and five trucks he was travelling south when the collision actually occurred. One of the porters, however, stated, that the coal waggons were moving northwards when the passenger train ran into the coal train.

The 12h. 10m. p.m. up-passenger train from York to London consisted of engine and tender, two break vans and seven carriages, with two guards. It left Peterborough about the proper time, 3h. 40m., and it was shown all right signals until it came to Tempsford station, where a caution signal was exhibited; and the driver of the train states "that he saw the "Sandy up-distant signal when he was about a mile "from it, and it stood at "all right" for him to "proceed, so that the speed of the train was not altered, "and they were running at the usual rate of about "45 miles an hour; that on entering the curve north "of Sandy Station he saw his mate give a start as if "he had seen something, and he then looked round the "right side of the engine, and saw the station signal "at danger, and they were through the North-Western "bridge before he saw the station signal. Immediately after seeing the station signal at danger, "he saw a goods train in the up siding south of the "bridge, with the men in charge of that train holding "up their hands, showing signals to stop his train. "He shut off the steam, reversed the engine and "put on the steam, the moment he saw the signal at "danger, and blew the guard's whistle; the fireman at "the same time applied the break to the tender and "he saw it screwed on, but does not know whether "it was hard on or not. Immediately afterwards "he came inside the station, and saw the coal train "was being shunted from the up to the down road. "The break van of the coal train which was being "backed on the down road was near him, and he "jumped off just before reaching it, and the fireman "jumped off at the other side, at the foot of the slope "at the north end of the station platform. He does "not think the guards had time to put their breaks

"hard on, and the head guard told him afterwards "that he had not time to do so."

He also stated that "he ran this passenger train "once or twice a week, and generally passed the goods "train at Sandy; that it is not unusual to receive "a caution signal at Tempsford for this goods train, "and after seeing the caution signal at Tempsford "he concluded it was for the goods train in front, and "when he saw the goods train in the siding at Sandy "and the distant signal at all right, he felt sure that "the signalman had forgotten to drop the station "signal." He knew nothing of the coal train. This is one of the great drawbacks against allowing a coal train to be running in advance of its appointed time.

The fact of the up-distant signal being off is not disputed. The signalman had forgotten or neglected to place it on at danger after the coal train arrived at Sandy, and the driver of the coal train had omitted to see that it was placed at danger before he commenced to shunt his train across from the up to the down road, as he should have done.

The primary cause of this collision was the neglect of the signalman, James, to place the up-distant signal at danger before he commenced to signal the coal train to shunt from the up to the down road. He had been employed two years at this station as signal man, and is said to be a good man.

As I have already stated, the driver of the coal train should have looked to the signals before he began to shunt, and the driver of the passenger train, Richard Thornton, was certainly to blame for not having kept a better look out ahead, as there is evidence that he did not sound the whistle for the guards breaks to be put on until he had travelled over nearly half the distance between the spot where the station signal is first seen from under the London and North-Western Railway bridge and the place where the collision occurred, 30 yards south of the station signal; indeed he does not deny but that he first endeavoured to whistle off the signal, and then when it was altogether too late, with the means at his disposal, he tried to pull up his train.

If the signals at this station had been fitted with a locking apparatus, by which the points of the cross-over road could not have been made use of except when the distant signals were placed at danger, the signal-man would not have been enabled to make the mistake which led to this collision, as he would have had to place the up-distant signal at danger before he could have shunted the coal train from the up to the down road.

I am of opinion that it would be highly advantageous, and tend to provide for the public safety, if the directors of the Great Northern Railway were at once to determine to have the signal arrangements on their main line thoroughly examined, and as a consequence, improved by the introduction of additional signals against sidings, &c. where necessary, with locking apparatus, &c., by which mistakes of the kind that led to this collision may be avoided.

It would be better, and ultimately more economical, to do this gradually, instead of waiting for some serious collision to occur to prove that it is necessary, as these collisions, even when there are no fatal results, are still very expensive.

I have, &c.

The Assistant Secretary of the Board of Trade (Railway Department), Whitehall. — W. Yolland, *Colonel.*

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade (Railway Department), Whitehall, 17th March 1868.

Sir,

I am directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the explosion of the boiler of the engine of a passenger train at Halshaw Moor station, on the Lancashire and Yorkshire Railway, on the 31st January last.

I have, &c.

The Secretary of the Lancashire and Yorkshire Railway Company. — R. G. W. Herbert.

Board of Trade (Railway Department), Whitehall, 13th March 1868.

Sir,

I have the honour to report, for the information of the Board of Trade, in obedience to your minute of the 7th ultimo, the result of my inquiry into the circumstances which attended the accident that occurred at Halshaw Moor station of the Lancashire and Yorkshire Railway on the 31st January, from the explosion of the boiler of a locomotive engine (No. 115), when the driver was very seriously injured, having had one of his legs broken, and been severely scalded about the head, face, and body. He was, however, recovering from the effects of the accident when I saw him in the Salford Dispensary on the 12th ultimo. I am informed that no passengers were injured.

This engine was attached to a passenger train running between Manchester and Bolton on the 31st January. It left Manchester for Bolton at 7.0 a.m., and returned at 8·20 a.m.; left Salford for Bolton at 9.5 a.m., and returned at 10.15 a.m.; from Manchester at 12.20 p.m., and returned at 3.10 p.m.; left Manchester at 5.30 p.m. with 10 or 11 vehicles; and shortly after the train stopped at Halshaw Moor Station, $2\frac{1}{2}$ miles from Bolton, the explosion took place. The driver, Richard Partington, was on the foot plate at the time; he was knocked back among the coal in the tender. The fireman was on the right-hand side of the engine at the sand-box, waiting to sand, to enable the engine to start properly. The steam was shut off, but there is some uncertainty whether the engine was, or was not, blowing off steam at the moment of the explosion, at a pressure of 90 lbs on the square inch, at which the engine was worked. The engine-driver says it was blowing off steam at the time; the fireman says it was not, but had been doing so at times throughout the day; also that the gauge-glass was about half full of water when they stopped at Stone Cleugh, $\frac{3}{4}$ of a mile from Halshaw Moor; that the safety valves (2) appeared to act properly, and that there had been no leak in the fire-box during three or four weeks whilst he had been with the engine. The effect of the explosion was to lift the engine a little to the left, leaving the leading wheels of the engine and the trailing wheels of the tender still on the rails. The explosion occurred in the copper fire-box. The fire-box door was blown off, and the ash-pan and fire-bars were blown downwards on to the ground. The explosion apparently commenced on the left side of the fire-box through the third horizontal row of stay-holes, reckoned from the bottom. The lower part of this side plate was blown down upon the fire grate, and the upper part was rent from the front plate up and along the left angle, and it was then forced upwards with a portion of the tube-plate, and blown against the upper part of the tube-plate, breaking the baffler.

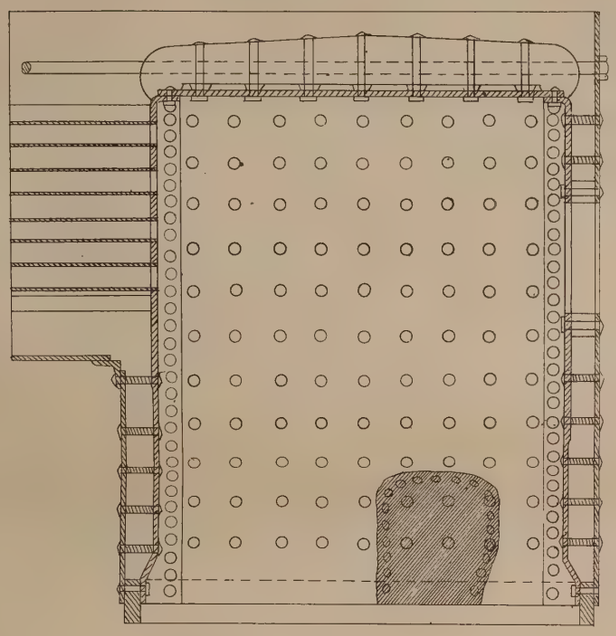
This engine was constructed by Messrs. Bury, Curtis, and Kennedy, of Liverpool, and delivered to

To accompany Colonel Yolland's Report on accident on 31st January from Explosion of Locomotive Engine Boiler at Halshaw Moor Station on Lancashire & Yorkshire Railway.

LANCASHIRE & YORKSHIRE RAILWAY Co FEBY 15TH 1868.

SECTIONS THRO THE CENTRE OF FIRE BOX No 115 ENGINE

LONGITUDINAL SECTION



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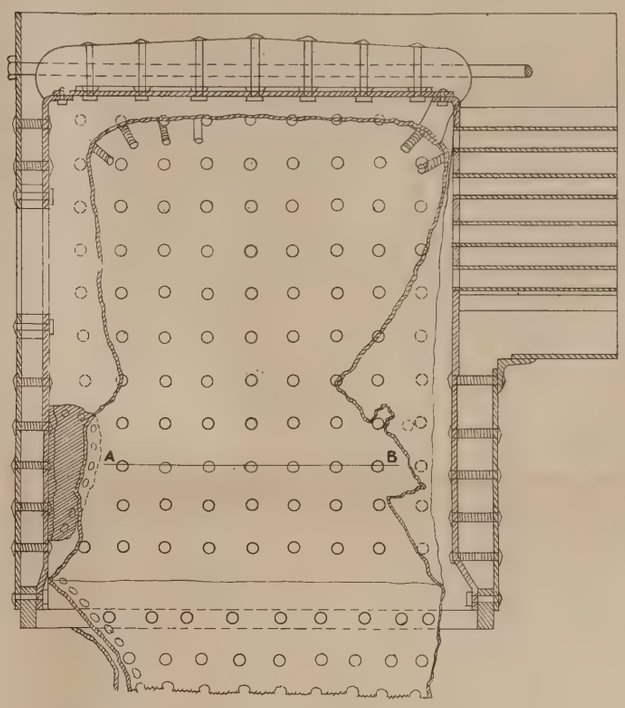

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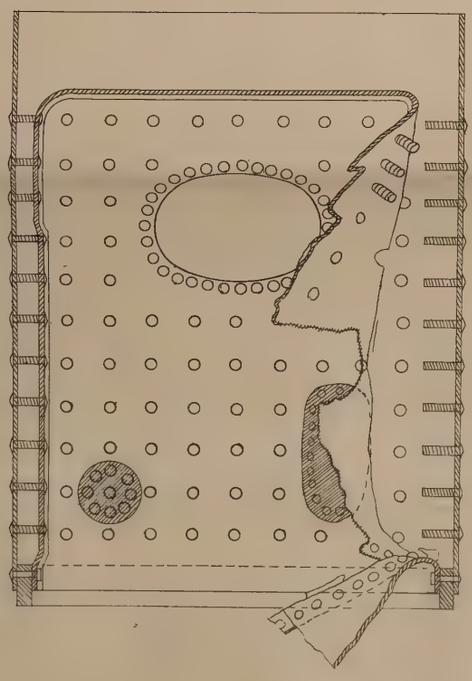

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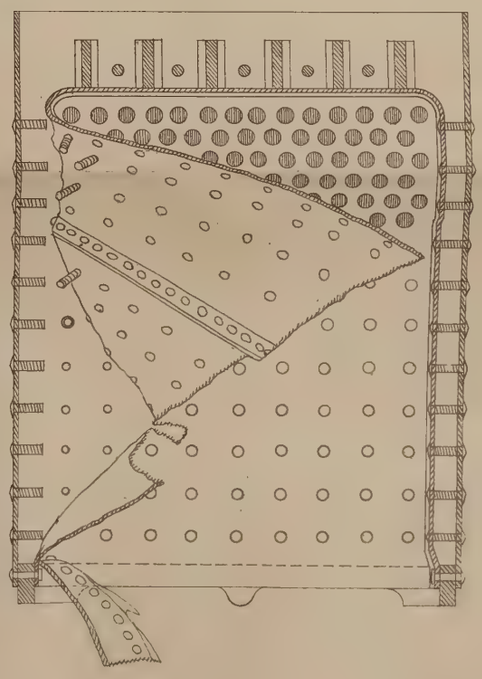

SCALE ¾ IN. 1 FOOT

the Lancashire and Yorkshire Railway Company in January 1848, so that it had been in use 20 years at the time of the explosion.

It is a six-wheeled passenger engine, having 15-inch cylinders and 20-inch stroke; the diameter of the driving wheels being 5 feet 10 inches, and the leading and trailing wheels being of 3 feet 6 inches in diameter. The distance between the centres of the leading and driving wheels being 5 feet 10 inches, and 7 feet 4 inches between the driving and trailing wheels.

The weight on the	Tons.	Cwts.	
Leading wheels was	7	5	In working order with water and coal.
Driving „	12	8	
Trailing „	3	10	
Total - -	23	3	

It was provided with two safety valves, each $2\frac{1}{2}$ inches in diameter, and with a steam pressure gauge by Schaffer and Buddenburg. The internal heating surface of the fire-box is 70 feet, in addition to 116 tubes, 114 of $2\frac{1}{8}$ inches (outside), and two of $1\frac{3}{4}$ inches (outside) diameter, with a surface of 639 feet, making up a total heating surface of 709 feet.

This engine was in some accident, and the fire-box was burnt, and replaced by a new one in 1852. The

engine ran with the first fire box -	70,937 miles
With the first set of tubes in the second fire-box it ran - - -	133,353 „
The second set of tubes was put in in March 1859, and the engine ran with them - - - -	170,769 „
The third set of tubes was put in in June 1863, the distance run was -	147,592 „
Total - - -	522,651 miles

up to 1868, or 451,714 miles with the fire-box which exploded on the 31st January.

The fire-box, of which there are two transverse and two longitudinal sections given in the accompanying diagram, which has been furnished me by the indoor superintendent of the locomotive department of the Lancashire and Yorkshire Railway (Mr. Yates), at my request, is 3 feet 6 inches long by 3 feet $4\frac{1}{2}$ inches wide, and 4 feet 3 inches high; it is of copper, the sides and top being in one plate 12 feet 9 inches long by $\frac{1}{2}$ inch thick originally. The fire-box door was thickened with $\frac{5}{8}$-inch plate 3 ft. 1 in. by 2 feet in addition to the front plate, also $\frac{1}{2}$ inch thick. The tube plate is of $\frac{7}{8}$ inch thick, where the tubes occur, and elsewhere it is $\frac{5}{8}$ inch thick, with an outside flange of $\frac{1}{2}$ inch thick and $2\frac{1}{2}$ inches wide.

The copper plate of the fire-box, and the iron plate of the outer shell, were secured in their proper position (about $2\frac{1}{2}$ inches apart) by 99 stays. On the left-hand side of the fire-box, where the explosion commenced, 90 of these stays were of copper 1 inch in diameter and 5 inches apart from centre to centre, and 9 of iron of the same dimensions. Of these the iron ones had all been fractured, and remained in the copper plate, while the copper ones had been drawn through the copper plate, and these remained in the iron plate of the outer shell. The fractured iron stays were not near the part which first gave way, and the fractures were probably the result, and not the cause, of the explosion.

The thickness of the copper plate, originally $\frac{1}{2}$ inch, had been reduced by wear to less than $\frac{1}{8}$ of an inch along the line of first fracture, A, B, through the third horizontal row of stay-holes. The rivetting on the inner heads of the copper stays had been burnt away at this part; and the thickness of the plate having been so greatly reduced, the thread of the screws possessed small powers of holding, to retain the copper plate in its position.

There were two patches in the front plate, one circular, of small size, 6 inches in diameter, in the right-hand lower corner; the other, 15 inches long by 7 inches wide, in the left-hand lower corner—one patch 14 inches by 12 inches in the right-hand side plate, and one patch of irregular shape $14\frac{1}{2}$ inches long by 7 inches wide in the left side plate. The explosion was not in any way connected with these patches. The engine had repeatedly had repairs effected in the fire-box, and among the last, in February 1867, 57 copper stays were put in in the fire-box, and others were repaired in different parts: in May 1867 two rows of new stays were put in, and in December 1867 some repairs were made in the fire-box stays, and the bottom corners and patches were repaired.

It is also stated that the boiler was tested by hydraulic pressure up to 130 lbs. on the square inch in March 1867, before the engine was sent out of the shop, and no leak was discovered; and it is also distinctly stated by both the driver and the fireman that there was no leakage in the fire-box up to the time of the explosion, and there is no appearance of any having existed. The rule which is said to be adopted in the Lancashire and Yorkshire Railway locomotive shops is, that when a copper fire-box is known to be reduced in thickness to $\frac{1}{4}$ of an inch it is then condemned, taken out, and replaced by a new one; but it appears desirable that a more careful examination should be made in order to ascertain the thickness of the copper plates when engines have been running for such a length of time, and for such long distances as No. 115 engine, where the plate had been reduced at one part to less than one-fourth of the original thickness. The Locomotive Superintendent, at my request, caused a hole to be drilled in the plate at the right side of the fire-box, and here the thickness had been reduced to somewhat under a quarter of an inch; so that it is apparent that the engine must have been running for some considerable time with an insufficient margin as regards the strength of the fire-box.

I have, &c.
W. Yolland,
Colonel.

The Assistant Secretary,
Railway Department,
Board of Trade.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 22nd April 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company [Great Western Railway Company], the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the joint station of the London and North-Western and Great Western Railway Companies at Chester on the 25th ultimo.

I am, &c.
R. G. W. Herbert.

The Secretary of the
London and North-Western
Railway Company.
The Secretary of the
Great Western
Railway Department.

Board of Trade
(Railway Department),
Whitehall, 20th April 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, in compliance with your minute of the 4th instant, into the circumstances attending the collision which took place on the 25th ultimo at the Chester joint station of the London and North-Western and Great Western Railways between a London and North Western passenger train arriving from Holyhead and a Great Western goods train shunting in the yard.

Eight passengers are returned as having been slightly shaken by this collision, and the guard of the passenger train was knocked down in his van and shaken.

About 260 yards to the north of the north end of the Chester platforms the junction of the lines from Birkenhead and Holyhead takes place. There is a pointsman's cabin at this junction from which the junction points are worked, and also other points by means of which arriving trains can be turned into lines leading to different platforms. The ticket platforms lie to the north of the junction.

About 100 yards to the south of the junction there is another pointsman's cabin (No. 5) containing 22 levers in a frame moving various points and signals connected with the goods yard and passenger lines. One of the centre levers in this frame moves a pair of facing points on the eastmost of the lines leading from the junction to the passenger platforms; these points are weighted to lie right for the passenger line, and when the lever is pulled over open a cross-over road about 80 yards long leading to the goods yard; next in the frame to this point lever is a signal lever working a signal on the south side of an over-bridge which crosses the lines about 40 yards south of No. 5 cabin. This signal is intended to confine trains or engines shunting in the goods yards to the south of the bridge while anything is crossing their road on the north of it. In neither of these signal cabins are the levers interlocked, and in cabin No. 5 at the time of the accident the point and signal levers were all painted of the same colour and were distinguished only by the name of each being painted in white on the side of the handle. The cabins communicate by means of gongs.

On the afternoon of the 25th ult. a man named Steenes was on duty in cabin No. 5. He had been a pointsman for 18 years, and had been employed in this cabin since its erection last December. He and a brother pointsman divided the 24 hours work between them, each taking the day and night duty alternately for a week at a time; and, in order to make the change of duty, taking a spell of 18 hours each on Sunday. Every third Sunday each pointsman had a holiday. At about 4.10 p.m. Steenes was informed by gong from the junction cabin that a passenger train then due from Holyhead had left the ticket platform. This information he passed on by gong to a pointsman near the platform. He ought to have had nothing further to do with this train, which should have passed along the eastmost passenger line to its proper platform. Just before receiving the message concerning the passenger train he had put the bridge signal to danger to detain a goods train shunting in the yard to the south of the over-bridge, while an engine was crossing on the north of the bridge. Directly after gonging the message to the platform pointsman he went to the centre of the frame, and, as he thought, moved over the signal lever to allow the goods train to pass to the north side of the bridge; instead, however, of doing so, he by mistake pulled over the point lever opening the cross-over road to the goods yard, and only became aware of his mistake when he saw the passenger engine entering the points. He then appears to have lost his presence of mind, as he tried with one hand to put back the point lever (which had he succeeded in doing would probably have divided the train), and while doing so took hold of the signal lever with the other hand and pulled it over. The driver of the goods train (consisting of from 15 to 20 waggons) seeing the signal lowered, at once started, and was approaching the bridge at a rate of two to three miles an hour when he saw the passenger train coming through the points on to the cross-over road, which at its southern end entered the goods line upon which he was advancing; he at once shut off steam, reversed, had his breaks applied, and brought his train to a stand just at the junction of the cross-over road with the goods line, when the buffers of the passenger engine struck his buffer beam. The driver of the passenger train, which consisted of an engine and tender, parcel van, two composite carriages, a second-class carriage and break van with guard, was proceeding from the ticket platform at the rate of about four miles an hour, when he suddenly found himself turned through the points leading to the goods yard. He took all the means at his disposal for stopping his train, and had considerably reduced his speed when he came into collision with the goods engine. Very little damage was done to the rolling stock beyond injury to the buffers and buffer planks of both engines and to the right hand framing and both cylinders of the goods engine. The windows of the passengers carriages were cracked. One rail of the permanent way was broken.

The primary cause of this accident is to be clearly attributed to the mistake of the pointsman in No. 5 box. It is however highly probable that this mistake would not have occurred, had the company taken the simple precaution of painting the point and signal levers of different colours, a precaution which has been adopted since the accident.

The practice also of keeping a pointsman on duty for 12 hours (and occasionally for 18 hours) at a spell is certainly questionable.

It is to be regretted that the system of interlocking signals and points has not yet been introduced at an important station like Chester. This accident could hardly have occurred had this system been in force.

I have, &c.
C. S. HUTCHINSON,
Lieut. Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

LONDON AND SOUTH WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall 1st April 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the London and South Western Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to enquire into the circumstances connected with the collision which occurred on the 2nd ultimo near the Southampton Station of the London and South Western Railway.

I am, &c.
R. G. W. HERBERT.

The Secretary of the
London and South Western
Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 27*th March* 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my enquiry, as ordered by your minute of the 9th instant, into the circumstances connected with the collision between a passenger train and a goods train, which occurred on the 2nd instant close to the Southampton Station of the London and South Western Railway.

Four persons are returned as having been injured by this collision, one of whom had a small bone of the thigh broken; the other injuries do not appear to have been serious.

The spot at which this accident occurred is about 450 yards to the east of the centre of the ticket platform, where a cross-over road connects the up and down passengers lines together. The line between Southampton and Bishopstoke is worked on the block telegraph system, and a few yards to the westward of the junction of the cross-over road with the down line is the Chapel Street gates signal box, the last train telegraph station towards Southampton, the next on the up or east side and 400 yards from it being Bevois Street gates box, and the next again 400 yards further east, the Northam junction box. Some yards to the west of Chapel Street gates box a goods-siding leads off from the down line with facing points. This siding is provided with a signal worked by the Chapel Street gates signalman to stop any train coming out of it on to the down line, and in addition to his semaphores this man works a disc signal 240 yards to the eastward of his box, and 160 yards west of Bevois Street gates box, to protect the down line. I was informed that this latter signal was considered to be a stop signal, and it is so called in the printed instructions, but in practice it seems to be treated as a distant signal, within which trains draw for protection; and, irrespective of telegraphic arrangements, it is the only down distant signal worked by the Chapel Street gates signalman although he has to protect both the goods-siding and cross-over road. The ordinary train telegraph arrangements are in force at Chapel Street gates box and the boxes to the eastward of it. Both at Chapel Street and Bevois Street the level crossing gates are worked by regular gate men distinct from the signalmen. The speed of down trains approaching Southampton should not exceed ten miles an hour between Bevois Street gates and Chapel Street gates, and six miles an hour after passing the latter. This part of the line falls very slightly towards the station.

On the night of the 2nd instant an up goods train due to leave Southampton at 11.35 was waiting in the siding, before alluded to, on the south of the down line, for its time of starting. It consisted of an engine and tender, guards van, and 50 full and empty waggons. At 11.35 the driver gave three whistles, to get the siding signal taken off, drawing meantime up to the post. On nearing the post he again whistled 3 times, when the signal was taken off, and he passed on to the down line, and had just entered the cross-over road when he saw that a train was approaching him on the down line. He thought that he had no time to back his train, and therefore put on a little steam to get the engine, tender, and van clear of the down line, so that the waggons might receive the shock of the collision, and had again almost stopped his train when the engine of the down train struck the third and fourth waggons from the goods engine. The collision must have been very slight as these two waggons were the only ones thrown off the line, no couplings were broken, and the injury to the passenger engine consisted only in the right buffer plank and the flange of the right cylinder cover being broken. The driver thinks his speed was so much reduced that he could have stopped altogether in another engine's length, which is probably the fact.

The passenger train was the 9 p.m. mail from Waterloo, consisting of an engine and tender, post office van, guards van, two post office vans, first-class carriage, second-class guards van (with interpreter guard), two first-class and one second-class carriage, the whole coupled in the order stated.

This train appears to keep generally very good time, and on the night of the 2nd was between two or three minutes late in leaving Bishopstoke. Her correct time for passing Chapel Street gates box would be about 11.35, the same at which the goods train was allowed to pass on to the down line. There is no question but that the Bevois Street signals were right for the driver of the mail, who states that he did not see the disc signal worked from Chapel Street gates box at danger until he had reached the Bevois Street gates signal post (160 yards from it). If looked out for, this signal may be seen for 600 yards or more, but at night it would not be easy to distinguish it from other signals. The fact of this signal being *on*, and that at Bevois Street gates *off*, seemed to be understood as implying that the road was clear between Bevois Street gates and Chapel Street gates, but blocked beyond. This impression of course led to the disc signal not being looked for before Bevois Street gates were reached, as there would be plenty of time to pull up in the 400 yards between this point and Chapel Street gates. The driver of the mail train, on seeing the disc signal at danger, states that he immediately whistled for the guards' breaks, and had his tender breaks applied, (steam had been shut off as usual before reaching Northam junction), and that on catching sight of the obstruction on the line he again whistled, reversed his engine, put steam against her, and let sand down the tender sand pipes. By these appliances the speed, which is stated to have been from 10 to 12 miles an hour on passing Bevois Street gates, was reduced almost to nothing on the collision taking place. I cannot, however, doubt but that had the means for reducing speed been all applied as soon as the danger signal was seen, the train if running at the speed stated could have been stopped in time in the distance of about 300 yards, *i.e.* the distance from Bevois Street gates to the point of collision.

While, therefore, attributing a certain amount of blame to the driver of the mail train, there is no question but that the main cause of the accident was due to the non-observance of the train telegraph instructions, and to the want of judgment on the part of the signalman at Chapel Street gates box in allowing an up goods train to proceed along the down line and cross to the up line at the very time that the down mail train, which was usually punctual, was due.

By the London and South Western Company's train telegraph rules, before the signalman at Chapel Street gates box allowed the goods train to come out of the siding, and foul the down line, he should have given an obstruction danger signal to the signalman at Bevois Street gates box, and had it acknowledged. This message he declares he forwarded at 11.34, and received back an acknowledgment, and that he then permitted the goods train to come out of the siding. The signalman at Bevois Street gates box states that he received this obstruction signal at 11.35, that he could not acknowledge it, as he had already two or three minutes previously passed on the warning to Chapel Street gates box that the down mail was approaching, and that the mail was at the time of his receiving the obstruction signal within so short a distance of his box that he thought it would be useless putting his semaphore to danger, but that he could better attract the driver's attention by showing a red light in the window of his box, which he accordingly did. (The driver states that he did not see this signal.) The Chapel Street gates signalman on the other hand denies that he received the warning from Bevois Street gates box until *after* he had given the obstruction signal and received back an acknowledgment, and it is hardly to be conceived that he would have knowingly fouled the down road after being warned that the mail train was close at hand. What he states is corroborated by the gateman at Chapel Street, who states that he heard a warning

signal arrive about half a minute *after* the obstruction signal had been given, of which latter he did not hear any acknowledgment. This man also states that the Chapel Street gates signalman did not send the obstruction signal until *after* the goods train had got its signal and started. On consideration of these conflicting statements I think it probable that the following is the true explanation of what occured, viz., that the Chapel Street gates signalman allowed the goods train to depart *before* giving the obstruction signal to Bevois Street gates box, and that he received no acknowledgment of this signal; also that the signalman at the latter box did not forward the warning of the mail's approach until *after* the receipt of the obstruction signal, and not, as he states, before it. The receipt and despatch of these warning signals not being entered in the train signal book, there is no documentary record concerning them,

There can, I think, then be no doubt that the chief blame for the cause of this accident must be borne by the signalman at Chapel Street gates box, first for want of judgment in having permitted a goods train to foul the down line at the very time the down mail was due, and secondly, for a breach of the important train telegraph rule that "the obstruction danger signal is to be given (and by another rule acknowledged) to the stations on every side from which trains or engines might approach, previous to the crossing or shunting of any trains, &c. on the main line."

The signal man at Bevois Street gates box is to be blamed for want of promptitude in forwarding the warning signal, and for not putting his semaphore signal to danger on receipt of the obstruction signal.

The signalmen cannot plead overwork as an excuse for negligence, as they had come on duty at 10 p.m., and have only 8 hours work in 24, the night duty being taken for a week at a time.

To guard against the recurrence of similar accidents at this part of the line I think the disc signal should be removed, and an arm on the Bevois Street gates signal post, worked from Chapel Street gates box, substituted for it; it is also very desirable that the cross-over road should be moved nearer to the goods siding, so as to necessitate up trains running on the down line for as short a distance as possible, and so as to place this cross-over road more closely under the protection of the main signals at Chapel Street gates box.

I have, &c.
C. S. Hutchinson,
Lieut. Col. R.E.

LONDON AND SOUTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department*),
Sir, *Whitehall, 21st April* 1868.

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and South-Western Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by the Board of Trade to enquire into the circumstances connected with the collision which occurred, on the 25th ultimo, at Crewkerne Station on the Yeovil and Exeter Branch of the London and South-Western Railway.

I am, &c.
R. G. W. Herbert.

The Secretary of the London and South-Western Railway Company.

Board of Trade
(*Railway Department*),
Sir, *Whitehall, 18th April* 1868.

I have the honour to state, for the information of the Board of Trade, in obedience to your minute of the 4th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 25th ultimo between a special train and an engine, at Crewkerne Station on the Yeovil and Exeter branch of the London and South-Western Railway.

I am informed that one passenger had his lip cut open, a second had his nose cut, and a third received a concussion of the spine, which may be serious.

It appears that some steeplechase races came off, on the day in question, about four miles from Crewkerne Station, and special trains were run, in both directions, to Crewkerne Station, to accommodate the public proceeding to and coming from these races; and after the 5h. 59m. up ordinary, and 6h. 30. and 6h. 45m. up special trains had left Crewkerne Station, the Assistant Superintendent of the line (Mr. Tyler) had the carriages which were to form the 7h. 50m. p.m. down special train, brought out of the down sidings, and placed opposite to the down platform for the passengers to get into the carriages. This was done by horses as there was no engine at the station.

The train was arranged as follows: six carriages, a break van, carriage truck and a horse box at the tail of the train, which was made up after 7 p.m., and two tail lamps were placed at the rear of the train. At 7h. 45m. an up goods train arrived at Crewkerne with a pilot engine in addition to the train engine: the pilot engine was to be taken off the goods train at Crewkerne Station. This goods train was stopped outside the station, the pilot engine was then detached, and passed across to the down line, and was attached to the front of the down special train then standing alongside of the down platform, and it had commenced to draw the train ahead clear of a cross-over road, when an engine arrived by the down line from Templecombe and Yeovil, and ran into the horse-box at a speed which is variously estimated by different persons at from 8 to 15 miles an hour. The force of the shock of the collision was mostly expended on the horse-box, carriage truck, and break van. The buffers and head stock of the horse-box were broken and crushed, and the buffers of the carriage truck were also broken. This carriage truck was tilted up on end, and the buffers knocked in the end of the horse-box. There were three horses in the horse-box, but none of them were much hurt. The buffers of the break van and of three of the carriages were driven up, and the bodies of two of the carriages were lifted off the frames, but little damage altogether was done, which may partly be accounted for by the train being in motion.

The down line was protected by a station and a distant signal, the latter placed 720 yards east of the station signal, and upwards of 700 yards from the spot at which the collision took place. The gradient at the station platform is 1 in 250, but above and below the station there is a steep incline of 1 in 80 rising from the east.

The distant signal could be seen for a long distance on a clear night, but on that night it was very rough and dark, and there was a drizzling rain. The fireman says that he saw the distant signal about a quarter of a mile before he reached it; and it is not disputed that both signals stood at danger, that a man was out with a hand lamp about 100 yards back from the platform, and that the tail lights on the passenger train were burning properly.

The engine which ran into the passenger train left Crewkerne with the 6h. 30m. p.m. up special train for Templecombe, 20 miles distant, four minutes late. It stopped at all stations, and reached Templecombe at 7h. 17m., and left for Crewkerne at 7h. 25m. for the purpose of taking the 7h. 50m. p.m. down special train to Exeter. It stopped at Yeovil Junction, 8¾ miles from Crewkerne, to take water; and the driver,

T. Harris, oiled the engine, and was delayed there four or five minutes. The exact time of quitting Yeovil Junction cannot be correctly ascertained, but the collision occurred at 7h. 57m., and it is quite certain that the driver must have travelled very fast between Yeovil Junction and Crewkerne. An inspector, acting as guard, rode on the engine, and he states the speed to have been from 45 to 50 miles an hour when he first saw the distant signal.

The driver admits that he did not stop at the distant signal, as he considered that the line was clear, and expected that the train would be standing in the siding and not out on the down line. He thinks he shut off the steam opposite the east end of the sidings (260 yards from the station signal, and 247 yards from the spot where the collision took place), and reversed the engine when he saw the man with the hand lamp. He was anxious to get back to Crewkerne as quickly as possible, so that the special down train might not be long after its proper time of starting.

He was seen by the Assistant Superintendent of the line and the station master shortly after the collision occurred, and was thought by them to be under the influence of drink; but this opinion is in opposition to that of some of the servants of the company, including the inspector who rode on the engine, and the agitation which he displayed might have been caused by the collision.

That which is quite certain is that the collision was wholly due to his gross negligence in passing at full speed a distant signal at danger, on a very dark rough night, when he could not, according to his own statement, see it at a greater distance than 50 or 60 yards before he reached it, and did not then at once take steps to reduce the speed.

Collisions would very seldom occur on any railway if the discipline were properly maintained, and the regulation upheld that distant signals when at danger should not be passed until the train had been brought to a stand still, or at events under complete control.

I have, &c.

W. Yolland,
Colonel.

The Secretary of the Board of Trade (Railway Department), Whitehall.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

Board of Trade (Railway Department), Whitehall, 30th April 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 3rd inst. at the London Bridge station of the London, Brighton, and South Coast Railway.

I am, &c.,

R. G. W. Herbert.

The Secretary of the London, Brighton, and South Coast Railway Company.

Board of Trade, (Railway Department,) 25th April 1868.

Sir,

I have the honour to report, for the information of the Board of Trade, the result of my inquiry, as ordered by your minute of the 9th instant, into the circumstances connected with the collision of a passenger train with a pair of buffer stops at the London Bridge station of the London, Brighton, and South Coast Railway on the 3rd instant.

Five persons are returned as having been cut about the face or shaken by this collision.

The train to which the accident occurred was a South London train from Victoria to London Bridge, made up as follows, viz.:—a tank engine with the leading and driving wheels coupled, a third-class break carriage with guard, two third-class, two composite, one first, one second, two third, and a third-class break carriage with guard (10 in all). It had started from Victoria at 9.47 a.m., two minutes late, and is stated to have stopped properly at all the intermediate stations on its journey. On reaching the end of the London Bridge platform, which is 200 yards long, the driver, thinking his pace was rather too fast, told his fireman to apply his breaks, to which, however, the latter replied that he had already done so. At about 80 yards after passing the end of the platform, according to the driver, or 140 yards according to the front guard, the driver reversed his engine, and, after another 30 yards, put steam against her; notwithstanding which appliances, the buffer stops were struck at a speed of about three miles an hour. The train slightly recoiled, but no damage was done to any part of the rolling stock. The wheels of the rear guard's break were seen skidding by a porter, as it passed him while standing about 80 yards from the end of the platform; but there is no independent evidence as to those of the front break until it was about 25 yards from the buffers, when the head porter saw the front wheels skidding as the carriage passed him. The guard himself says that he had his break hard on at the end of the platform (*i.e.* 200 yards from the buffer stops). The driver states that he saw him putting it on just after he had reversed his engine, which would be considerably nearer the buffer stops.

The driver and guards were well acquainted with the South London Line, and had frequently worked together in the same train. They stated that their break blocks all worked properly and were applied at the usual time in approaching the platform; those on the engine were comparatively new, and were arranged so that there were two blocks on the right hand trailing and driving wheels, instead of the more usual arrangement of one block to each of the four wheels; those on the trailing wheels were said to have acted more perfectly than the others, which, if the rails were at all greasy, would not always completely stop the driving wheels.

It was also put in evidence that the train was two minutes late leaving Rotherhithe, one mile 44 chains from the buffer stops at London Bridge, but came into the station at its correct time, accomplishing the distance in four minutes, making an average speed of 23 miles an hour. Supposing, then, that steam was shut off at what was stated to be the usual spot, viz., about 800 yards from the buffer stops, a high speed of about 40 miles an hour must have been attained before steam was shut off, instead of about 25 miles an hour if the regulated time of six minutes had been occupied in performing the distance.

I think, therefore, that the cause of this accident must be attributed to the driver having run at a rate of speed considerably in excess of what was usual from Rotherhithe to where he shut off steam, and to the fact that, notwithstanding this high rate of speed, the means of stopping the train used when going at the ordinary rate seem to have been alone depended upon until too late to render the extra means, when resorted to, of much avail.

I have, &c.,

C. S. Hutchinson,
Lieut.-Colonel, R.E.

The Secretary, Railway Department, Board of Trade.

NORTH BRITISH RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 11th April 1868.

SIR,

I AM directed to transmit to you, for the consideration of the Directors of the North British Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the North British Railway near Arniston Colliery on the 27th February last.

I am, &c.
R. G. W. HERBERT.

The Secretary of the North British Railway Company.

SIR, *Dulwich, 4th April* 1868.

IN compliance with the instructions contained in your minute of the 7th March 1868, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 27th February 1868, near Arniston Colliery, on the North British Railway.

A goods train from Newcastle, which was proceeding to Edinburgh, came in collision with an engine and guards van, which were working on the bank, between New Battle and Falahill. The driver and fireman of the goods train, and the guard (who was in the van attached to the bank engine), were killed on the spot.

An engine (commonly called the bank engine) left Edinburgh at 9.45 p.m., on the 26th February 1868, with a goods train. It proceeded to Falahill, which is about 18 miles south of Edinburgh, and is situated at the top of a long incline.

The engine left the goods train at Falahill, and returned to New Battle, which is about 9½ miles from Edinburgh, to take some coal waggons back to Falahill.

The coal waggons were left at Falahill; and the engine, with a guards van and two guards, left Falahill for the third time, at 2.30 a.m. on the 27th February 1868. The North British Railway Company time tables lay down the hours at which the bank engine is intended to make three trips to Falahill each night, but it does not appear that the hours laid down were kept to. The men in charge stated that they were supposed to clear up the coal waggons from the several coal sidings on the bank, as expeditiously as they could, having due regard to safety, and then to return to Edinburgh.

The hours at which these trips were made were returned by the guard to the goods manager; and although the hours of running did not agree with the hours laid down in the time table, the men in charge do not appear to have been found fault with, or to have been *required* to adhere to the hours laid down in the Company's time table.

The time laid down for the bank engine to leave Falahill for the third trip is 3.20 a.m., but it left at 2.30 a.m., and proceeded to Arniston Colliery siding, which is about two miles nearer to Falahill than New Battle is to Falahill.

When the bank engine left Falahill on its third trip, a goods train from Newcastle was overdue. The head guard, with the bank engine, put on the Falahill down distant signal for a few moments, to warn the driver of the Newcastle goods train, if he should be within sight of the signal, but he took off the signal again, just before leaving Falahill; and although the Company's regulations direct that in such cases a fog signal shall be placed on the rail, the guard neglected to do this. As there was only a van attached to the bank engine, he did not think that the Newcastle goods train would overtake him.

The bank engine reached Arniston about 2.40 a.m. The head guard jumped out, and put on the distant signals before his train had stopped.

The Newcastle goods train, which consisted of an engine and tender, 17 waggons and a van, ran into the guards van, which was attached to the bank engine, about 1½ minutes after the latter had stopped.

The Arniston down distant signal has a repeater, and although the Newcastle goods train may have been within the down distant signal when it was placed at danger, the driver could have seen the repeater, had he been looking out for it. The distance at which he could have seen it would hardly have enabled him to pull up, but it might have enabled him and his fireman to jump off.

Judging from the evidence, these unfortunate men do not appear to have noticed either of the danger signals.

It is stated that there were no lights on the engine of the Newcastle train, and that there were lights on the van attached to the bank engine.

The guards van attached to the bank engine was smashed to pieces, and the second guard, who remained in it, was killed. The bank engine was thrown off the rails.

The Newcastle goods engine, tender, and one waggon, were thrown over the bank, and the driver and fireman were picked up dead. About half the waggons in this train were broken.

The North British Railway Company do not keep any men on duty at night at Falahill or at the coal sidings.

It is inexpedient to work a bank engine during the night, to take coal waggons in and out of sidings on a long incline, if it can be avoided; and it should never be done, unless a proper staff of men are kept on duty at the stations and sidings, to work the signals and protect the line.

The lever handle of a siding, which acts as a blind siding, at Arniston colliery, is loaded; so that the points remain fixed in the direction in which they have been last placed.

This should be altered, so that they shall always lie closed for the main line; and the up distant signal for these sidings should have a repeater, as well as the down distant signal.

I have, &c.
F. H. RICH,
Lt-Col. R. E.

The Secretary,
Railway Department,
Board of Trade,
Whitehall.

NORTH BRITISH RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 7th April 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the North British Railway Company, the enclosed copy of the report made by Colonel Rich, R.E. the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a passenger train at Trinity Junction on the 1st ultimo.

I am, &c.
R. G. W. HERBERT.

The Secretary of the North British Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 3rd April 1868.

SIR,

IN compliance with the instructions contained in your minute of the 7th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 1st March 1868 at Trinity Junction, on the Edinburgh, Leith, and Granton section, of the North British Railway.

On Sunday the 1st March, the North British Railway Company were prepared to open seven new junctions.

Trinity Junction, which is situated about 560 yards to the west of Trinity Station, is one of these. It is a double junction.

Mr. Bell the engineer, Mr. M'Laren, the superintendent of the North British Railway and several other officers of the company, were engaged in superintending the men employed on these works, and in placing the signal-men, who were to work these junctions.

Sunday was selected as the best and safest day for commencing to work the junctions, as very few trains are run on that day.

Trinity Junction was arranged on the locking principle, by Mr. Stevens.

The works connected with the junction points and signals were completed about 4 p.m. on Sunday the 1st ultimo, and Mr. M'Laren and the other officers, after inspecting them, and placing William Steel, who was appointed signal-man, in charge, proceeded to one of the other junctions.

Mr. M'Laren directed Inspector Barnett to be present in the Trinity Junction box when the passenger train due to leave Granton at 7.20 p.m. passed the junction, and to remain there till he was satisfied that Steele thoroughly understood the working of the points and signals.

William Steele had been employed by the North British Railway Company for about 16 months as porter and guard, but it was the first time he was appointed to the duty of junction signal-man.

The train due to leave Granton at 7.20 p.m. did not leave till 7.40 p.m., in consequence of the boat from Burnt Island being late. The train consisted of an engine and tender, 12 carriages and two waggons. A guard was placed on the top of the third carriage from the tender, and another guard on the top of the carriage which was last but one in the train.

The train stopped at Trinity Station, and proceeded all right towards Trinity Junction, which it approached at a speed of about 8 miles per hour.

The junction signals were lowered for it to pass. The engine, tender, and ten vehicles passed safely through the junction points, but the four last carriages got off the rails. A first-class carriage, which was the third carriage from the end of the train, came in contact with an over bridge, and it, as well as the two carriages behind it, became detached from the train. None of the vehicles were upset. Two passengers complained of being hurt, and the guard, who was riding on the top of the carriage which was last but one in the train, was thrown off and cut in the forehead.

The accident appears to have been caused either by the points being shifted while the train was passing over them, or by one of the vehicles coming in contact with the point of the crossing, to the west of the junction points.

I believe that the wheels of the first-class carriage (which was third from the end of the train) ran against the point of the crossing; that this carriage was thrown off the rails; and that it pulled the carriage in front of it, and the two carriages behind it, off the rails. I could detect no marks of any vehicles having left the rails before reaching the crossing, and there was a distinct mark, on the point of the crossing, of a wheel having struck it, and marks on the sleepers, rails, and chairs beyond the crossing; showing that some carriages had then left the rails.

The junction signal-man had not worked junction points and signals before. Inspector Barnett, who was directed to superintend the working, was "not present"; and the locking of the points and signals was defective, in that the signals could be lowered as soon as the points were opened half an inch, from either the right or left hand rail. It is therefore possible that the junction signalman may have moved them, or may not have pushed them home, before lowering the signal, and that the three or four last carriages may have run on the rails towards Leith instead of following the other vehicles of the train towards Edinburgh; but the guard states distinctly that no vehicles left the rails till they reached the crossing. His position on the roof of the carriage, which was last but one in the train, would enable him to see this; and the marks on the permanent way, as well as the side on which he was thrown, bear out his evidence.

The ballasting at the Junction had not been completed at the time of the accident. It was stated that no alteration had been made in the gauge or packing of the rails since the accident, but I consider that there must have been some slight defect at the crossing, that caused the vehicles to leave the rails.

The gauge at the crossing, when I examined the line, was a little tight, and it was about half an inch low. The leading wheels of what I believe to have been the third and fourth carriages from the end of the train were about $\frac{1}{8}$-inch tight, and about $\frac{1}{8}$-inch out of gauge, but I do not think these defects could have caused the accident, considering the speed that the train was travelling at the time.

I recommend Railway Companies to have all new locking apparatus at junctions examined by an officer of the Board of Trade, as such defects as those at Trinity Junction deprive the system of its merits; and I think it desirable that signalmen should always work for some period, under a practised man, before being entrusted with the charge of junction points and signals.

I have, &c.
F. H. RICH,
Lt.-Col. R.E.

The Secretary of the
Board of Trade,
Railway Department.

WEST CORNWALL RAILWAY.

Board of Trade,
(*Railway Department,*)
26th March 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the West Cornwall Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a passenger train at Hayle Station on the West Cornwall Railway on the 5th inst., and to express the hope of the Board of Trade that the recommendations contained in the report will be adopted by the Directors.

I am, &c.
R. G. W. HERBERT.

The Secretary to the
West Cornwall
Railway Company.

Railway Department,
Board of Trade,
Whitehall, 21st March 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 5th instant, the result of my inquiry into the circumstances which attended the accident that occurred on the 21st February to the 5.40 a.m. down mail train at Hayle Station on the West Cornwall Railway.

No person was hurt.

Hayle Station is about 7 miles from Penzance, and the down platform is situated at the eastern end of a long wooden viaduct. The West Cornwall Railway is now laid on the mixed gauge, and narrow gauge engines and trains reaching the down platform from Truro use the south rail common to both broad and narrow gauge lines, and an intermediate rail; but on proceeding westwards from Hayle towards Penzance over the viaduct, arrangements are made for passing the narrow gauge trains from the south to the north side of the broad gauge rails, commencing where the line becomes single, thence the north rail is common to both broad and narrow gauge lines, and the left wheels are borne by an intermediate rail. This is effected by introducing what is termed a fixed point and two intermediate rails, the transfer of the narrow gauge from the south to the north side of the broad gauge line terminating by a second fixed point adjacent to the north rail.

I enclose a tracing of the line, furnished to me by the Company's engineer, Mr. Margary.

The permanent way at this part consists of a flat-bottomed rail laid on longitudinal timbers, with transoms and tie rods at intervals, in the manner usually followed on the broad gauge system of railways. The joints of the rails are fished.

On the morning of the 21st ultimo, the 5.40 a.m. down mail train, consisting of an engine and four carriages, stopped at Hayle Station at the usual time, and almost immediately after starting again the driver felt the engine "give a little lurch to the left, and then she righted herself," and, after shutting off the steam, he looked over the side, but could not see that anything was wrong. He says he was travelling about 5 miles an hour or thereabouts, and that in about 4 or 5 yards "the engine made a sudden turn," and he found that he "was entirely off the rails," and that he reversed the engine and turned on the steam, the fireman applied the engine break, and he whistled for the guards breaks, but there was not sufficient time for these to be put on before he had stopped the train about 70 yards from where he started from. The leading end of the engine just touched the hand-rail of the viaduct, and if it had run 3 yards further the engine, and probably some of the carriages, would have gone over the end of that portion of the viaduct which had been constructed for a double line at the Hayle Station, and have fallen into the road below, a depth of about 35½ feet. It was a very narrow escape. No carriages got off the rails, and no damage was done to the rolling stock.

I am informed that there was no difficulty in tracing the exact spot where the engine mounted the rail on the left side at a joint on the outside of the curve, immediately after passing the second of the two fixed points to which I have previously referred, although these fixed points certainly had nothing to do with the engine getting off the rails.

The line is on a very sharp curve at this part, the sharpest part occurring just before the joint is reached where traces of the engine having mounted were observed. At this spot the radius of the curve is about 5½ chains. Shortly after the accident happened, the line was examined by the resident engineer (Mr. Sheriff), and he found that it was about ¼ of an inch tight to gauge at this joint, and that the cant or super-elevation of the left rail on the outside of the curve was 4¾ inches.

The accident was attributed to a deficiency of cant, and in consequence the resident engineer was instructed to increase its amount to 6 inches, and on inspecting the locality I found that had been done; but I was told that no other alterations had been made, beyond replacing a rail that had been bent by the trailing wheels of the engine crossing the rails. I found that the rails for the broad gauge were still ½ of an inch tight, and it is said that they were intentionally so laid down in order that a broad gauge engine proceeding eastward should thus have no chance of striking against the western fixed point placed next the north rail, so that the gauge where the engine mounted was 7 feet instead of 7 feet and a ¼ of an inch, as it should have been.

The "Antelope" engine drawing the train was an eight-wheeled tank engine, with 16½ inch cylinders and 24 inches stroke, the four front wheels of 3 feet 6 inches in diameter, attached to a bogie frame, and the four after wheels coupled together of 5 feet 6 inches in diameter. The distance between the centres of the driving and trailing wheels being 7 feet 8 inches, and that between the centres of the bogie wheels being 5 feet, the total wheel base from the centres of the leading bogie wheels to the centres of the trailing wheels being 18 feet.

	Tons.	Cwt.
The weights on the bogie wheels being -	12	18
" " driving " -	13	12
" " trailing " -	12	8
Total, in working order, -	38	18

The engine was not injured in any way by getting off the rails, and continued to do its work without any repair. It was making its first trip with a pair of fresh wheels recently out of the locomotive shops. On examining this pair of wheels in the locomotive shed at Plymouth on the following day, I found that the distance between the inner sides of the flanges was nearly - - - - - 6 ft. 9¾ ins.
The thickness of those flanges between the inner sides and the parts bearing against the rails varied from 1 inch to more than 1¼ inch, and if the thickness be taken at 1¼ inch two wheel flanges will occupy - 0 " 2½ "
7 " 0¼ "

So that the wheels would more than fill the actual gauge of 7 feet between the rails, and the left wheel almost necessarily rose over the rail when the engine reached the part where the gauge was tight. The correct distance between the inner flanges of the wheels is said to be 6 feet 9½ inches.

I have no doubt that the accident was occasioned by the tightness of the gauge, combined with the increased width of the leading wheels of the engine; and I think it likely, judging from the depth of the ballast which had been newly laid down, that there were irregularities in the cant of the outside rail that facilitated the engine's getting entirely off the rails.

I have, therefore, to recommend that the tightness of the gauge, and the increased width between the wheels, should be done away with, and that the curve of the down line should also be altered, so that the radius may not be less that about 800 feet on the broad gauge down main line at this part.

Where the engine got off the bearing beams are partly supported by timber and partly by a stone pier. It would be an improvement if that part of the viaduct situated between its commencement and the place where the engine stopped were entirely supported on stone piers; and this would be the first step towards reconstructing the viaduct with stone piers and iron girders, which must eventually be done.

The Secretary of the Board of Trade, Railway Department.

W. YOLLAND.
Colonel.

REPORTS

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE BOARD OF TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of April, May, June, and July

1868.

(PART THIRD.)

Presented to both Houses of Parliament by Command of Her Majesty.
July 1868.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1868.

[*Price* 2½*d.*]

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BELFAST AND NORTHERN COUNTIES RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 25th July 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Belfast and Northern Counties Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred near the Carrickfergus Junction on the 11th inst.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Belfast and Northern Counties Railway Company.

MacCleon's Hotel, Glasgow,
21st July 1868.

SIR,

IN compliance with the instructions contained in your minute of the 17th inst, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 11th July 1868, near Carrickfergus Junction, on the Belfast and Northern Counties Railway.

A passenger train which consisted of two engines, 14 carriages, and two guards' break vans, left Belfast at 5.5 p.m. on the day in question.

It was five minutes late in leaving Belfast. It arrived at Carrickfergus Junction about 5.26 p.m., being eight minutes late.

The front engine was then detached from the train, and it moved to a crossing on the Belfast side of the junction, so as to be ready, as a pilot engine, to assist in pushing up the bank that part of the train which was to proceed towards Randalstown and the north.

The second engine proceeded to Carrickfergus with two of the carriages of the train from Belfast, about three minutes after that train had arrived at Carrickfergus Junction, and the engine which arrived from Carrickfergus about the same time, with the passengers who were proceeding to the north, was attached to the rear of the train, which had come from Belfast, to convey that train to Randalstown and the north.

From the construction of the junction the train necessarily proceeded from Carrickfergus Junction to Randalstown with that part in front which had been in rear on leaving Belfast.

The train left Carrickfergus Junction for Randalstown at 5.29 p.m. The line rises on a gradient of 1 in 80 from the junction to Ballynure Road Station, which is four miles from the junction.

As soon as the train had cleared the junction points the pilot engine moved from the crossing where it was standing, on to the main line, on which the train for Randalstown had proceeded, and the pilot engine, after reversing, followed the passenger train up the bank. The pilot engine was travelling with its tender in front at this time. It overtook the passenger train when the rear carriage of this train had got about 450 yards from the Carrickfergus Junction points, and the pilot engine ran against the last carriage of the passenger train, with such force that 14 of the policemen who were travelling in this carriage complained of being hurt. I was informed that no bones were broken, but two of these policemen had not returned to their stations, and were still under the doctor's care at Randalstown, on the 18th inst.

The carriage with the policemen was placed at the tail of the train, as it was to be detached at Randalstown from the rest of the train, which was to proceed to the north. The guards' van was next in front of the carriage with the policemen. The second guard and a check clerk, who were riding in this van, stated that they were not knocked down, that they barely felt the shock, and that only one parcel of luggage was moved by the collision.

The carriage in which the policemen rode was not injured, nor was the pilot engine. None of the vehicles left the rails, and the train proceeded without the driver of the front engine knowing that anything had happened.

One or two of the policemen are reported to have put their heads out of the carriage window after the collision, and to have called angrily to the driver of the pilot engine, "that there was some damned spite." The policemen were proceeding to Randalstown on duty, in case of disturbances arising on the 13th July.

The driver of the pilot engine stated that he walked forward on his tender immediately after the collision, to see whether any injury had been done, but not seeing any, he continued to push the train as far as Ballynure Road Station.

When the trains stopped at that station he walked up to the policemen's carriage, and there appears to have been some angry conversation between him and the policemen to the effect that "they would make it a dear shunt," and "that was no place to talk about it;" but none of the policemen appear to have got out of their carriage at Ballynure Road Station, or to have made any report of their being hurt while the train stopped at that station; they do not appear to have complained until they reached Randalstown.

The driver of the pilot engine had been a fireman for four years, and had been promoted to be a driver about a fortnight before the accident. He stated that when he was about two carriage lengths from the passenger train, when running up the bank from Carrickfergus Junction, he perceived that he was running too quick. He shut off steam and tried to reverse, but he only got his lever handle into middle gear. His fireman put on the tender break, and they both stated that the shock was very slight. When the train arrived at Ballynure Road Station it was found that the carriage with the policemen had been uncoupled by the shock, but it was again coupled up, and proceeded with the train. The head guard of the train, who was riding in his van in the front part of the train, was not informed of the accident while he was at Ballynure Road Station.

The speed of the passenger train at the time of the collision is variously estimated at three to ten miles per hour. The driver of the pilot engine stated that his engine was going about 12 miles an hour at the time of the collision. He bears a good character.

The system of pushing trains with an engine at the back is objectionable, and certainly should not be entrusted to an inexperienced driver.

The rules of the Belfast and Northern Counties Railway Company provide that "station masters will be required to see that pilot engines shall be attached to the front of each train; but when this is not practicable, and the engine has to propel the train, it must not start until the pilot engine has come up to the rear of the train." This rule does not appear to have been strictly enforced.

Had the station master at Carrick Junction obeyed this rule the accident would not have occurred.

I have, &c.
F. H. RICH,
Lieut.-Col. R.E.

The Secretary,
Board of Trade,
(Railway Department),
Whitehall.

BRECON AND MERTHYR RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 1st July 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Brecon and Merthyr Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the fatal accident which occurred to John Evans, an engine driver on the Brecon and Merthyr Railway, on the 5th ultimo.

I am, &c.
R. G. W. HERBERT.

The Secretary of the
Brecon and Merthyr,
Railway Company.

Board of Trade
(Railway Department),
Whitehall 29th June 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, as ordered by your minute of the 12th inst., into the circumstances attending a fatal accident which occurred to an engine driver between Dowlais Top and Fochriw stations on the Brecon and Merthyr Railway on the 5th inst.

The deceased, John Evans, was on the 5th inst. driving the tank engine "Mersey," attached to the passenger train leaving Brecon for Fochriw at 4.20 p.m.; the train consisted of a composite carriage, a third class, and break van.

At about 5.45 one of the axle box lids on the off or west side of the engine began clicking, and the deceased leaned over from the foot plate, looking backwards, to ascertain the cause; while doing so the engine reached a masonry overbridge, to the west pier of which four telegraph insulators were fixed, two close to the north quoin, and two to the south one. With the lower of the two on the north quoin, which was situated 8′ 9″ above the level of the rails, and 3′ 4″ horizontally from the outer edge of the western rail, the back of the head of the unfortunate man appears to have come in contact. He was knocked off the engine, and almost immediately missed by his fireman, who stopped the train (which was going at the rate of about ten miles an hour) as soon as possible, and went back to look for him. He found him lying on the ground insensible, wounded in the back of his head. He lived for about eight hours afterwards.

The overbridge at which this accident occurred is constructed for a double line of rails. One line only is laid down, the western rail of which is more than 3 feet 6 inches from the west pier. It would have been quite possible for the driver to have leaned out so far from the foot plate of his engine as to have struck his head against the pier of the bridge, but there appears no doubt but that in this case (from the marks of blood on the insulator) the death of the deceased, John Evans, was caused by his head coming in contact with a telegraph insulator fixed to the pier of this overbridge, while incautiously leaning out from the foot plate of his engine to examine some part of the machinery.

It is highly improper that insulators should be fixed to the piers of overbridges, so as to diminish the clearance (already small enough) laid down by the Board of Trade as necessary to be preserved between the sides of carriages and any standing work. The engineer of the Brecon and Merthyr Railway has promised to see that this practice shall be discontinued, wherever it may now exist, on any part of the line under his control.

I have, &c.
C. S. HUTCHINSON,
Lieut. Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

BRECON AND MERTHYR RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 24th July 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Brecon and Merthyr Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Talybont Station on the 8th ultimo.

I am, &c.
R. G. W. HERBERT.

The Secretary of the
Brecon and Merthyr
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 18th July 1868.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, as ordered by your minute of the 15th ult., into the circumstances attending a collision between a goods train and two ballast trucks which occurred on the 8th ult. at the Talybont Station on the Brecon and Merthyr Railway, and which resulted in the death of Thomas Richards, the driver of the goods train, and in injury to the fireman and to one of the guards of the same train.

The Brecon and Merthyr Railway is a single line worked on the block telegraph system. At Talybont there is a loop about 500 yards in length, commencing on the north at a bridge over the Usk, and terminating on the south at another over the Garfanach. There are up and down passenger platforms, the centre of which is about 90 yards from the south end of the loop. On the east or down line of the loop, and 130 yards from the south end, a siding to an engine-house leads off with falling points, and about 35 yards further north a cross-over road starts with falling points from the down line, and joins the west or up line about 55 yards further north. The station building is at the north end of the east or down platform. The whole of the line occupied by the loop is level, but from the north end it rises northwards 1 in 40 for 1½ miles, and from the south end 1 in 38·8 southwards uninterruptedly for about 7 miles.

The station is provided with home and distant signals, the up distant signal on the south being 1,380 yards from the home signal, and visible to an approaching train for about a quarter of a mile. The block stations on either side of Talybont are Talyllyn three miles to the north, and Torpantau seven miles to the south, a short distance beyond the top of the incline of 1 in 38·8

For working down these steep inclines passenger trains (which are provided with continuous breaks) are restricted, by the rules published by the Company in the working time tables, to a speed of 15 miles an hour. Goods trains are limited by the same rules to a speed of ten miles an hour, the maximum load for each engine being 12 loaded or 20 empty waggons, and proportionally less (the proportion not stated) in wet or slippery weather. As a rule, the goods trains are generally too heavy for one engine, and are worked with two, one in front and one behind, the second

engine being placed in rear as a safeguard against waggons breaking away in working up the inclines. Each goods train has also a break van both in front and rear next the engine. At the top of the long incline of 1 in 38·8 all goods trains stop for the guards to complete the pinning down of the waggon breaks, a portion of which are pinned down at the commencement of a gentler incline at Torpantau. Tubes are also here fastened on to the injection pipes of the leading engine, to enable the driver to water the rails, and thus help to prevent the break blocks burning away.

Great care is required in starting at the top of this bank, as if too much speed is attained at first it is almost impossible afterwards to control it, for as the waggon break blocks burn away those of the engines and break vans are not of themselves sufficient to keep the train in check after it has attained a certain velocity. Instances have frequently occurred of goods trains thus running away; in one case not stopping until about 400 yards north of the north end of the loop, and in many others running through it more or less. Since the introduction of the water pipes before alluded to, I was informed that runaway trains had been much less frequent. In consequence, however, of the danger thus arising, the traffic manager avoids as far as possible making Talybont a crossing place for trains, and at present trains cross here only once a day, which he tells me it is impossible to avoid. As a precaution in this and any other special case, the Talybont distant signals are both kept at danger until either train has arrived, and this, by rule 27, provides that any engine or train must be brought to a stand at the distant signal, and afterwards proceed with caution towards the station.

On the morning of Monday 8th June a ballast train, consisting of an engine and two trucks, reached Talybont from Talyllyn at 8.55 by the station clock. It had been signalled from Talyllyn at 8.20, and had taken 35 minutes on its journey of about three miles, as it had to deposit its load of ashes at certain points on the line. A goods train from Torpantau was due to arrive at Talybont at 9.15, and to leave for Talyllyn at 9.25. At 8.33 by the Talybont clock (but four minutes earlier by that at Torpantau) the Talybont station master had given "line clear" to Torpantau for this train, one minute after which it is stated to have started. It was timed to start at 8.35, and it therefore left Torpantau one minute too soon by the Talybont clock, or four minutes by the Torpantau clock.

On the arrival of the ballast train at Talybont, the station master, thinking there was ample time for it to return to Talyllyn before the goods train, told the porter to give the driver a train ticket (without which no engine or train is allowed to start from a block station), and told him also to see that the ballast train did not get on the up line, intending that it should return as far as the end of the loop at the Usk bridge on the same line, viz., on the down line, as that on which it had arrived, as the up line was considered blocked as far as the end of the loop so soon as "line clear" for the goods train had been given to Torpantau. To have carried out these instructions of the station master as to not using the up line, the engine should, in order to get in front of the trucks, have run into the engine-house siding, and the trucks have been pushed to the south of the points leading to it, an unusual though perfectly practicable method.

The porter at Talybont states that he repeated the station master's instructions as to not going on the up line both to the driver and guard of the ballast train, telling them that the line had been blocked 20 minutes; that he then went into the office, to prepare the train ticket, leaving the driver at the water crane near the south end of the platform, and the guard engaged with the trucks near the north end of it; that on coming out of the office at about 8.58 he found the engine in motion on the up line opposite the station building, where he handed the driver the train ticket, without making any remark upon his being on the up line, where he had been told not to go; that at the same time he saw the trucks being pushed along the cross-over road, to join the engine on the up line, and immediately afterwards heard the engine of the goods train begin to whistle violently, upon which he shouted to the men with the ballast train, to draw their attention to the coming danger.

The guard of the ballast train and some platelayers, after making one or two ineffectual attempts to hook the trucks to the engine, left them on the up line as the goods train approached, and the engine ran away on the up line.

The goods train, as before stated, had left Torpantau at 8.34 by the Talybont clock. It consisted of a tank engine (the "Mersey," the previous driver of which had been killed on the 5th ult.), break van, 14 loaded and five empty trucks, with a second break van and tank engine at the rear of the train. The driver of the leading engine had taken charge of it only two days previously, when he had been appointed a regular driver, being first on the list of promotion. He had acted for three years as fireman, and for the last two years as extra engine driver, and had worked frequently over the different sections of the line. At the top of the long incline the breaks had all been pinned down and the water pipes applied. From the evidence of the fireman of the "Mersey" and the driver of the second engine it appears that the driver of the "Mersey" started too freely from the top of the bank, and that, though his attention was called to his speed being too great both by the whistling of the rear engine and by his fireman, he did not shut off steam until the speed had reached about 15 miles an hour, at which it is said to have remained for about half way down, when all the break blocks (those of the engines and vans having been applied) began to lose their power. It then gradually increased until Talybont was reached, at about 9.1 or 9.2 (by the Talybont clock), at a speed variously estimated at from 30 to 40 miles an hour. The distant signal was at danger, but neither driver reversed his engine on seeing it thus. The rear driver states that he reversed on catching sight of the impediment on the line. He excused himself for not having done so before, on account of not wishing to strain his engine until he knew that there was really an obstacle in the way. The driver of the front engine does not appear to have reversed till close upon the trucks, if even then.

Upon the collision taking place the machinery of the front engine appears to have got entangled in the wheels of the rear truck; it then left the road, ran forward about 88 yards, and fell over on its left side down an embankment. The driver and fireman both stuck to their engine. The former was entangled in the débris and was extricated after some length of time fatally injured. The latter was thrown against the fencing, and much hurt. The guard in the front van was thrown off the step, and injured. The injury to the engine consisted principally in the balances, steam gauge, cocks, &c. being stripped off, weather boards carried away, and coal bins bent. Seven waggons were badly damaged, and five slightly. The permanent way was a good deal torn up, and a small wooden bridge partially broken down.

The main causes of this accident were: 1st, want of caution or experience on the part of the deceased driver in the management of his engine; 2nd, improperly placing a ballast train on a portion of a blocked line; 3rd, want of a rule prohibiting any train being despatched from Talybont to Talyllyn while a goods train is on the line between Torpantau and Talybont.

With regard to the first cause, I think that as far as possible the most experinced drivers should be in front of goods trains working down the incline from Torpantau to Talybont. I took a recent opportunity of travelling down this bank on the front engine of a train rather heavier than the one to which the accident occurred, and found that if attention is paid to the printed regulations of the Company the train is under perfect control. I was sceptical about the possibility of stopping at the distant signal if at danger, it being

visible only for a quarter of a mile. On sighting it the speed was about 12 miles an hour, and by applying the engine and van breaks the train was stopped in little more than 100 yards.

I think the driver of the second engine of the goods train was to blame in not having reversed on seeing the distant signal at danger.

With regard to the second cause, blame must in my opinion be attached to the station master and porter, and to the driver and guard of the ballast train. To the station master, for not giving more explicit instructions as to the mode in which the ballast engine was to get round its trucks, as the method he intended was not the usual one; to the porter, for not finding fault with the driver when he found him on the up line, contrary to the station master's instructions, and for apparently allowing the trucks to be moved along the cross-over road to the up line while there was still time for them to have been returned to the down line [in excuse for this man I may state that he stammers, and in the excitement at the approach of the goods train he may have almost lost the power of utterance] ; to the guard and driver of the ballast train for trangressing instructions as to fouling the up line. The latter plead in excuse that they did not receive these instructions, but were merely told to get back to Talyllyn as soon as possible. There is, however, evidence to show that they did receive them, though they may not have seen clearly, in the absence of definite directions, how to carry them out. The guard is the more to blame of the two, as he told his driver to get round the trucks by running through the loop points, and had the trucks moved on to the up line.

It is very desirable that more uniform time should be kept at the stations, and that trains should not be allowed to start before their time. The time tables also require some revision, as with the goods train in question 40 minutes only is allowed for the performance of seven miles, including pinning down breaks, requiring an *average* speed of over ten miles an hour, which is put down as the *maximum*.

In conclusion, I would earnestly press upon the directors of the Brecon and Merthyr Railway the great necessity of their doubling the line beyond the farthest point north of Talybont to which runaway goods trains have ever reached, and in the meantime of their endeavouring to do away with all crossing of trains at Talybont, and giving instructions that no trains shall be allowed to leave Talybont for Talyllyn while a goods train is on the line from Torpantau to Talybont.

I have, &c.,
C. S. Hutchinson,
Lt.-Col. R.E.

The Secretary of the Board of Trade, Railway Department.

CALEDONIAN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 30th July 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Caledonian Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 30th May last to a passenger train at Balgowan station on the Caledonian Railway.

I am, &c.
R. G. W. Herbert.

The Secretary of the Caledonian Railway Company.

McClane's Hotel, Glasgow,
22nd July 1868.

Sir,

In compliance with the instructions contained in your minute of the 25th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances, which attended the accident, that occurred on the 30th May 1868, at Balgowan station, on the Perth and Crieff section of the Caledonian Railway.

A train, which consisted of an engine and tender, one third-class carriage with a break compartment, a third-class, a first-class carriage, a guard's van, and a composite carriage, coupled in the order given, left Perth about 4.20 p.m. on the day above named. The composite carriage was detached at Methven junction, and the rest of the train proceeded towards Crieff.

The train was approaching Balgowan station at a speed of about 8 or 9 miles per hour. As the engine ran through the points, which lead to the sidings at the east end of the station, the driver felt the leading wheels of his engine give a jump and get off the rails; the remaining wheels of the engine appear to have remained on the rails until they reached the crossing, when the whole of the engine, tender, and the two front carriages of the train left the rails.

The engine swerved slightly to the left, and was brought to a stand about 70 yards to the west of the points where the front wheels got off. The tender and the two coaches came to a stand, almost in line, behind the engine.

The first-class carriage and the guard's van remained on their proper line of rails. None of the passengers complained of being hurt.

The driver, who had shut off steam before the engine reached the points, reversed his engine, and the fireman applied the tender break, as soon as they felt the front wheels of the engine strike the points.

The guard, who was travelling in the hind van, had commenced to apply his break before reaching the points. He felt the train stopping suddenly as it reached the points. He looked out of his window, saw the engine off the rails, and returned to give his break another turn.

The points at the east end of Balgowan station are furnished with an indicator, and they are loaded, so as to remain open for the main line, and close for the sidings. They are furnished with an iron pin, which, if put in its place in the iron standard which carries the indicator, fixes the points firmly in the direction proper for trains proceeding on the main line.

The station-master at Balgowan has charge of these points, as well as of the station. He is responsible that the pin is put in, and he is directed to lock the wrought-iron pin in its place, so that no person can remove the pin or move the points without taking off the lock.

It appears that on the 30th May last a mixed train of passenger carriages and goods waggons arrived at Balgowan station from Crieff at about 2.58 p.m.

The engine driver of this train, after uncoupling from his train, proceeded to the sidings at the east end of Balgowan station. The pin which holds the points was not locked, and the breaksman of the mixed train held the siding points for the engine to go into the sidings. The guard of the mixed train also assisted in holding the points and doing the shunting in the sidings.

Thirteen waggons were taken out of the Balgowan sidings and attached to the rest of the mixed train, which had been left standing at the platform at Balgowan station, and the whole train then proceeded on its way to Perth.

I could not ascertain whether the guard or the breaksman held the points for the engine to come out of the sidings the last time, before the train started for Perth. It is probable that neither of them did so, as the points are so loaded that the engine could come

out of the sidings and get back to the train without the points being held at all. The station-master's duty was to go and see that the pin was put in, and to lock the pin, after the mixed train had left Balgowan station.

He stated that he did put in the pin, but that he did not lock it in its place.

The foreman of the platelayers, who is in charge of that part of the line, was standing on the platform at Balgowan station when the passenger train arrived from Perth. He saw the train get off the rails, and he ran down to the points immediately, and found the iron pin, which should have been put in, lying on the ground. He further stated that the points were perfectly closed for the sidings.

It appears from the evidence of this platelayer that occasionally wooden keys or pieces of wood are used at Balgowan to block the points while shunting is going on.

The wood is sometimes placed between the rails, and sometimes under the ball attached to the lever handle that works the points.

The platelayer stated, that he did not look for and did not see any such pieces of wood near the points after the accident; but the points were in perfect order both before and after the accident, which must therefore have been caused by something being placed or falling in between the points and the rail, so as to hold them partially open.

This could not have occurred had the station-master at Balgowan pinned them in the proper direction and locked the pin after the mixed train had left Balgowan.

The best means of providing against such accidents is to lock the siding points and signals with the distant signals.

The line at the place where the accident happened rises towards Balgowan on a gradient of 1 in 266, and curves towards the north. The curve has a radius of 60 chains. The engine got off on the outside of the curve. The left-hand point showed a slight injury, but it appears very doubtful whether this was done by the accident. The standard, carrying the indicator, was pulled about 2 in. towards the rails, but the point rods were not injured.

Four rails were bent, the crossing was indented, and the guard rail opposite to the crossing was broken. A slide and a heel chair, on which the points work, and two other chairs were broken. Nine sleepers were injured.

The leading wheels of the engine, which are stated to have been in good order, were damaged, and had to be renewed. The engine was not otherwise injured.

The weight on the leading wheels of the engine is 6 tons, on the driving wheels 8 tons 18 cwt., and on the trailing wheels 3 tons 15 cwt. The cylinders are 15 in., and the stroke is 20 in.

I have, &c.
F. H. Rich,
Lieut.-Col. R.E.

The Secretary
(Railway Department),
Board of Trade.

GREAT EASTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 26th June 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the Report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the fatal accident which occurred to the signalman at Broxbourne Junction on the 6th instant.

I am, &c.
R. G. W. Herbert.

The Secretary of the
Great Eastern
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 25th June 1868.

Sir,

In compliance with the instructions contained in your Minute of the 15th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred at Broxbourne Junction, on the Great Eastern Railway, on the 6th June 1868.

The signalman on duty at Broxbourne Junction was killed.

A goods train, which consisted of an engine and tender, 34 waggons, (some loaded with coals, some with goods, and some empties,) and a guard's van at the tail of the train, left Cambridge for London, at 7. 45. a.m. on the 6th instant.

It proceeded all right until it was close to Broxbourne Junction, which it was approaching at a speed of 13 or 14 miles per hour. When the 10th truck in the train was about 137 yards from the junction points, the hind axle broke, about six inches inside the boss of the wheel. Some of the trucks in rear of the one with the broken axle, left the rails, came in contact with and broke the crossing near the junction, became uncoupled, and two of them ran against the signal post and the signalman's box, which were both carried away.

The signalman on duty was buried in the wet ditch, a few yards beyond his hut, under one of the coal waggons and the brick debris of his hut. He was taken out dead, about 20 minutes after the accident.

The driver pulled up his engine about 340 yards beyond the junction.

Eleven waggons remained attached to the engine, the 10th waggon being the one with the broken axle. One part of the axle was found a few yards from where it broke, and the other part amongst the debris of the signalman's hut.

Thirteen trucks left the rails. The damage to the permanent way was not great. One rail and a number of chairs were broken, and some of the sleepers were injured.

The broken axle that caused the accident was $3\frac{3}{4}$ inches diameter. It showed three defects, which left about $2\frac{1}{2}$ inches of sound metal in the smallest part. It belonged to a coal waggon of Messrs. Butcher and Sarling, which is stated to have been in good order.

The defects were not such as could have been detected by the ordinary examination.

The Great Eastern propose, when rebuilding the junction hut, to fit it with the locking apparatus, which is very desirable.

I have, &c.
F. H. Rich,
Lieut. Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

GREAT NORTHERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 29th May 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Captain Tyler, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a market train on the 24th ultimo between Tattershall and Kirkstead on the loop line of the Great Northern Railway, and to express the hope of the Board of Trade that the Directors will see fit to carry into effect the recommendation contained in the report.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Great Northern Railway Company.

Board of Trade
(Railway Department),
Whitehall, 23rd May 1868.

SIR,

IN compliance with the instructions contained in your minute of the 29th ultimo, and with reference to the letter of Mr. J. Banks Stanhope, M.P., dated 26th April, I have now the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 24th ultimo between Tattershall and Kirkstead on the Great Northern Railway.

These two stations are respectively 11¾ and 15½ miles from Boston on the loop line towards Lincoln. The market train left Boston between 10.16 and 10.18 a.m., from one to three minutes late, on the day in question, consisting, in the following order, of two empty horse boxes, a passenger break-van, a goods break-van (No. 11,040), a second-class (No. 100), a composite, a second-class, two composite, and a first-class carriages, and a passenger break-van. This train travelled in due course to within about a mile of Kirkstead, when the engine-driver observed that it was dragging heavily, and the guard felt a sudden jerk. Seeing that there was some vehicle off the rails, they brought it to a stand in about 500 yards; and they then found that the goods break-van (No. 11,040), and the second-class carriage (No. 100) behind it, were off the line, the former with all four, the latter with two of its wheels. None of the couplings were, however, detached, and there were no persons travelling in either the goods break-van or the second-class carriage. There were about 40 passengers in the train, many of whom no doubt felt more or less of a shock, but none of them have complained of injury.

The goods van, as well as the passenger van in front of it, were proceeding to Lincoln for the use of special trains. The goods van was on four wheels, and was weighted to 10 tons by means of a central plate of iron between the axles, and 28 cwt. of scrap iron nearer to the ends. The axles were 10 feet apart from centre to centre, the framing was 18 feet long, and the distance from buffer to buffer was 21 feet. The axles were 4⅛″ in diameter in the middle, and 4¾″ at the shoulders, with journals (outside the wheels) 8″ long and 3¼″ in diameter. The left trailing axle-brass was thinner than the others, and had a play upon the journal of half an inch, whereas the other brasses had a play of only half that amount. The wheels were in good gauge, and the tyres in good working order, and there was sufficient play in the horn-plates. The lowest plate in the left leading spring was fractured, but apparently as a result of the accident. Two rivets were missing or broken in the right trailing, and one in each of the other horn-plates. These horn-plates were rather slight for the work they had to perform. They measured 3″ by ¾″ in the vertical, and 2½″ by ¾″ in the diagonal portions. They were 1′ 10″ high to the sole-bar, and 2′ 8″ high altogether, and they were riveted to a 3″ angle-iron bolted to the underside of the sole-bar.

Two platelayers were at work about 600 yards to the south of the point at which the goods-van first left the rails, and they noticed as the train passed them that the van "waved backwards and forwards." So much was this the case that one of them said to the other, "I think it will be a strange thing if she does not throw some carriage off before she gets to Lincoln," and his comrade replied, "I think she must come off." On looking up a minute or so later they saw the train standing on the line between half and three quarters of a mile from them.

The guard, who rode in the passenger van at the tail of the train, did not notice any oscillation of the goods-van during the journey. He rode in this goods-van to Kirkstead with some of the officers of the Company on the 20th April, and he then observed that it "oscillated much more than any passenger break he had been in," though not worse than half a dozen other goods breaks in which he had travelled. On the occasion of the accident it was attached by screw couplings, both to the passenger van in front of it, and to the carriage behind it; and there is no reason to believe that the speed was greater than 40 miles an hour. When I tried it, after having examined all the parts, and caused them to be put together again, on the 15th instant, it did not exhibit nearly so much oscillation as it was represented to have done on the day of the accident and on the 20th April, when the couplings were not, probably, so tightly screwed up.

The permanent way between Boston and Lincoln is now about 20 years old. It was laid originally with rails weighing 72 lbs. to the lineal yard, in cast-iron chairs, weighing 40 lbs. each at the joints, and 21 lbs. each in the intermediate spaces. The sleepers were triangular in section, three feet apart on the average from centre to centre; and the chairs were fastened to the sleepers by oak trenails, three in each joint, and two in each intermediate chair. Partial renewals have, of course, been effected from time to time, and certain of the joints have been fished as new rails have been inserted.

The Company were good enough to open out about a mile on the south of the site of the accident for my inspection, and I found in walking over it that some of the rails and sleepers were in want of immediate renewal, and that many of the trenails were in a defective condition. The state of these trenails was more calculated to create apprehension than any other part of the permanent way, but they had not contributed to cause the present accident. At the point where the goods-van first left the rails there was a bulge inside the inner rail of a curve having a radius of about 40 chains, which bulge was caused by a squeezing-out of the upper flange of the rail. The flange of the right wheel of the oscillating goods-van having come in contact with this bulge, the left wheel would have passed over the outer rail near an unfished joint, so as to strike the chair 4′ 6″ in front of that joint, which was first observed to be chipped. No mark was observable on the outer rail of the curve where the flange of the left wheel of the van passed over it, but the fracture of the chair was a sufficient indication of the spot at which it must have done so; and I believe this to be the true explanation of the cause of the accident.

The line between Boston and Lincoln is now being relaid with rails weighing 82 lbs. to the lineal yard,

fished at the joints; and with intermediate chairs weighing 36 lbs. each, and rectangular sleepers 2′ 8½″ apart in the intermediate spaces, and 2′ apart at the joints, from centre to centre. Of 130 single miles requiring to be relaid on the loop line, about 15 have been completed, and it is proposed to relay about 20 miles in the present year.

For many years past the traffic upon this loop line has been light, but since the opening last year of the section from Doncaster to Gainsborough, from 17 to 9 coal trains have been passed over it daily, some of them weighing as much as 540 tons each, besides four passenger and three goods trains in each direction. The permanent way is not suitable for so heavy a traffic, and I therefore recommend that arrangements be made for its more rapid renewal, and that the heavier part, at all events, of the coal traffic be run over the main line in the meantime. The fastenings also will require to be very carefully supervised, and a large proportion of spikes should be inserted in the trenails to ensure the safety of the lighter traffic.

I have, &c.
H. W. Tyler.

The Secretary,
Railway Department,
Board of Trade.

HIGHLAND RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 29th May 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Highland Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a passenger train at the Elgin station of the Highland Railway on the 12th ultimo.

I am, &c.
R. G. W. Herbert.

The Secretary of the
Highland
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 23rd May 1868.

Sir,

I have the honour to report, for the information of the Board of Trade, that I have, in obedience to your minute of the 22nd ultimo, inquired into the circumstances attendant on an accident which occurred on the 12th ultimo at the Elgin station of the Highland Railway, owing to a train leaving the rails.

There were, happily, but very few passengers in the train, and of these none are reported to have been injured.

The Highland line from Forres to Elgin is single, there being a loop at the Elgin station. Some yards to the westward or Forres side of the loop-points, there is another pair of points (facing points for trains from Forres) leading to the goods-shed sidings. At the time of the accident the heels of the switches were connected with the standard rails in large heel chairs, each chair being spiked to the sleepers with four spikes, and having a horizontal bolt running through its jaws and through a hole in the web of the switch.

The points leading to these goods-shed sidings are stated to have been locked right for the main line by the pointsman shortly before 7 p.m. on Saturday the 11th ultimo, soon after which they were passed over by a train from Forres to Elgin. The next train that passed over them was one at 10.30 on Sunday morning from Elgin to Forres. They were examined by a goods porter, who took the Sunday duty, at 2 p.m. on Sunday (nothing having passed over them since 10.30), and were to all appearance undisturbed. At about 2.20 on Sunday afternoon a passenger train from Forres, consisting of engine and tender, two carriages, and guard's van, was drawing up to the Elgin station at a speed of about four miles an hour. I was informed that the driver (who was not in attendance when I made my inquiry) stated that he saw the points leading to the goods-shed sidings lying right for the passenger line as he approached them, and that the left leading wheel of the engine mounted at the heel chair, the rest of the train following and apparently mounting at the same spot. The engine ran forward about 60 yards after mounting, and stopped with its right-hand wheels nearly in the centre of the passenger line. None of the couplings gave way, and the only damage done to the rolling stock was that the right life guard of the engine, the grease box of one of the tender wheels, and the step of one of the carriages were broken. Three or four rails were torn up, and several chairs and both of the point-connecting rods broken.

As to the cause of this accident, it was found that the heel chair at which the engine mounted was in halves, its bed plate having been broken (apparently for a long time previous to the accident) just under the centre line of the seat of the ends of the switch and adjoining rail, and that a chip had been taken out of the inner edge of the top flange of the butt end of the rail next the switch. The passing of one of the previous trains had probably created some disturbance at the joint, whereby the butt end of the standard rail had become sufficiently exposed to catch the flange of the left leading wheel of the 2.20 train and thus cause it to mount.

The position of the fracture in the chair would prevent its being seen in the ordinary inspection of the permanent way; and I imagine that the goods porter's examination at 2 o'clock was probably a very superficial one.

Since the accident the joints at the ends of all switches connected with the main line at this station have been fished.

I have, &c.
C. S. Hutchinson,
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 30th July 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the Report made by Colonel Rich, R.E., the officer appointed to inquire into the circumstances connected with the collision which occurred on the 20th ultimo at Burscough Bridge junction on the Lancashire and Yorkshire Railway.

I am, &c.,
R. G. W. Herbert.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

Palatine Hotel, Manchester,
Sir, *24th July* 1868.

In compliance with the instructions contained in your minute of the 3rd instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances, which attended the collision, that occurred on the 20th June 1868 at Burscough Bridge junction on the Lancashire and Yorkshire Railway.

An excursion train, which consisted of an engine and tender, a guard's van, 10 third-class carriages, and another guard's van, coupled in the order given, left Manchester for Southport at 7.45 a.m. on the 20th ultimo.

The three front and the three last carriages of this train were fitted with Newall's continuous breaks, and there was a guard in each van.

As the excursion train approached Burscough Bridge junction, which is at the east end of the station, the driver found the distant and junction signals at danger.

He whistled for them to be taken off, but they were not lowered, and he stated that he ran on towards the junction with steam shut off. The breaks were applied, and the speed of his train was reduced to about three or four miles per hour, when he got about 300 yards from the junction.

He saw a train standing on the up line of rails at Burscough Bridge station, which is at the west side of the junction, but as he thought that this train was to proceed towards Manchester, he again put on steam to run past Burscough Bridge junction and station, although the signals were still kept at danger.

The train that was standing at Burscough Bridge station consisted of an engine and tender, a second-class, a first-class carriage, and a break van, coupled in the order given; both carriages were fitted with Newall's patent breaks, and a guard was travelling in the van.

This passenger train left Southport at 8.56 a.m. of the same day. It was one minute late in leaving Southport, and it reached Burscough Bridge station about 9.13 a.m., three minutes late. The station-master at Burscough Bridge and the guard of the train gave the signal for it to proceed, about a minute after it pulled up at the station; and the Burscough Bridge junction signalman, who is stationed at the east end of the up platform at Burscough Bridge station, lowered the signal for this train to proceed up the branch towards Burscough junction, which is situated on the main line between Liverpool and Preston. This up passenger train had, therefore, to cross the down line of rails between Manchester and Southport, on which the excursion train was travelling.

The driver of the up passenger train and the signalman at Burscough Bridge junction, although they observed that the excursion train was still moving towards the junction, stated that they thought that the excursion train would pull up before it got sufficiently near to foul the junction.

The driver of the up passenger train, as soon as he had started, observed the excursion train coming towards him with steam on. He thought he could not pull up in time to prevent a collision, and so he put on steam, to endeavour to get his train across the down rails before the excursion train reached the point of crossing.

The engine of the excursion train struck the back end of the first-class carriage, and smashed the guard's van of the up passenger train. The guard's van was knocked off the rails, and the end of the first-class carriage was damaged.

The guard was knocked down, stunned, and shaken.

The buffer plank of the engine of the excursion train was broken.

Both trains were running at a speed of about three to five miles per hour at the time of the collision.

It is stated, that none of the passengers have complained of being injured.

The driver of the excursion train stated that, when he perceived that the up passenger train was crossing the line on which he was travelling, he did his best to stop his train. The head guard of this train, who was in the rear van, stated that he had never taken off his break from the time that he passed the distant signal that was at danger.

The second guard, who was in the van next the excursion engine, stated that he had applied his breaks on passing the distant signal, which was at danger, but that he got a signal from the driver, and took off the breaks, when the train was about 200 yards from Burscough Bridge junction, and when the driver put on steam again. He had not time to re-apply them before the collision took place.

The accident, which might have been most serious, was caused by the driver of the excursion train completely disregarding the signals. This man has been a driver for 18 months; he bears a good character. He acknowledged his offence.

The junction signalman and the driver of the up passenger train showed a want of proper care in starting the up passenger train while the excursion train was so near, and still moving on towards the junction.

The Burscough Bridge junction signals are locked with the points.

I have, &c.,
F. H. Rich,
Lieut.-Col. R.E.

The Secretary
(Railway Department),
Board of Trade.

LONDON AND SOUTH-WESTERN RAILWAY.

Board of Trade,
(Railway Department),
Sir, *Whitehall, 13th July* 1868.

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the London and South-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred to a passenger train at the Windsor station on the 7th ultimo.

I have, &c.
R. G. W. Herbert.

The Secretary of the
London and South-Western
Railway Company.

Board of Trade,
(Railway Department),
Sir, *Whitehall, 9th July* 1868.

I have the honour to state, for the information of the Board of Trade, in obedience to your minute of the 19th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on Sunday, the 7th June, at the Windsor terminus of the London and South-Western branch line to that town, between a passenger train and the fixed buffers at the end of the down platform, when three of the passengers were injured, but it is hoped that none of the injuries may prove serious.

The 8.30 a.m. down passenger train from Waterloo road station, London, to Windsor, consisting of eight carriages and a break van placed fourth from the engine, with one guard riding in it, reached the ticket platform at

Windsor at its proper time, 9.50 a.m., and when it had stopped, the engine was uncoupled, and one of the porters hooked on one end of a tail-rope to the leading carriage, and the other end to the engine, which then drew ahead so as to tighten up the rope, and came to a stand.

The advanced end of the ticket platform is about 200 yards from the fixed buffers at the end of the down line, and there is a line to cross from the down to the up line, by means of a pair of facing points on the down line about 30 yards farther on than the end of the ticket platform.

The objectionable and dangerous practice of hauling passenger carriages from the ticket platform to the down platform by means of a tail-rope hooked on to the engine and carriages has been long followed at this station. The engine leaves the down line by means of the facing points and line to the up road to which I have referred, while the carriages continue to run on the down line into the station; the facing points being set right by the pointsman after the engine has passed through them, before the leading carriage reaches them. The tail-rope made use of is about 16 yards in length.

On this occasion, when the tickets had been collected, the inspector on duty gave the signal to the guard, and the latter repeated it to the engine driver, to proceed. The carriages were drawn ahead in the usual manner, and the tail-rope was dropped off the carriage at about the same place; but it appears that the engine driver had incautiously hauled them forward at more than the ordinary speed, as the inspector, who was riding on the step of a carriage in front of the guard's break van, found, before they had entered under the covered shed which commences about 100 yards from the buffers, that they were running at too great a speed, and he jumped off on to the platform, and looked round to see if the guard had applied his break, and found that the wheels of the break van were all skidded, so that nothing more could be done to retard the speed of the carriages, which continued to run on until they came into collision with the fixed buffers.

The evidence is very conflicting as to the maximum speed at which the train was travelling. The engine driver names 5 or 6; the guard, 12 to 15; and the inspector 16 to 20 miles an hour. I think the guard's statement cannot be far from correct.

Two out of the three passengers who were hurt were riding in the last carriage in the train, and it is believed that in this, as in many similar instances, their injuries were caused by the carriages rebounding, and not by the shock of the direct collision.

It would therefore be very desirable if means could be devised by which the rebounding of the train caused by the back action of the springs of the buffers could be prevented.

Two of the carriages were slightly damaged, the bodies being raised off the frames, and two of the buffers were bent up.

The collision was the result of an improper and dangerous mode of taking carriages into the Windsor station, and I am glad to find that orders have now been given to discontinue the practice of roping trains into stations on the London and South-Western Railway. But the collision would not, in all probability, have occurred at all if the train had been provided with a proper proportion of break power irrespective of the engine, either by means of continuous breaks, which are sometimes used by this company, or by having an additional break van and guard.

I have, &c.

W. Yolland,
Colonel.

The Assistant-Secretary of the (Railway Department). Board of Trade.

LONDON, CHATHAM, AND DOVER RAILWAY.

Board of Trade (Railway Department), Whitehall, 16th July 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the London, Chatham, and Dover Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed to inquire into the circumstances connected with the accident which occurred to a passenger train at the Victoria Station of the London, Chatham, and Dover Railway on the 16th ultimo.

I am, &c.

R. G. W. Herbert.

The Secretary of the London, Chatham, and Dover Railway Company.

Sir, *Board of Trade, 5th July* 1868.

In compliance with the instructions contained in your Minute of the 27th ultimo, I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 16th June 1868 at the Victoria Station of the London, Chatham, and Dover Railway Company.

A train, which consisted of a tank engine, a third-class (with break compartment and a guard), a second, two first, one second, one third (with break compartment and a second guard), and one first-class carriage, coupled in the order given, left the High Level Crystal Palace Station, at the proper time (8.41. a.m.), on the day named.

It proceeded all right as far as the entrance to Victoria Station, which it reached at its proper time, 9.17. a.m.

The station signal and the disc signal for No. 5 platform were lowered for it to pass.

The train passed the signalman's hut at the entrance to Victoria Station at a speed variously estimated at three miles to six miles per hour.

The engine driver and fireman state that they noticed that the points leading to No. 5 platform were about one inch open as they approached.

The engine was only 10 or 15 yards from the points at the time, and the steam had been shut off. The driver reversed at once, and the fireman applied the break.

The engine was travelling with the funnel to the rear and the coal bunk to the front. In passing the points the right front wheel appears to have taken the rail which leads to No. 6 platform, and the other wheels to have kept the rails which lead to No. 5 platform.

The engine got off the rails immediately after passing the points. It struck heavily on one of the crossings just beyond the points, and fell over on its near side, across No. 5 and No. 6 lines.

The front panel of the leading carriage was broken by the engine buffers. The draw bar gave way, and the leading wheels of this carriage got off the rails, but all the rest of the train remained on the rails.

Only one passenger is reported to have complained of being shaken.

The guard and fireman were thrown off the engine, but they were only slightly hurt.

The points leading to Nos. 5 and 6 platforms were examined on the morning of the 16th ultimo, about 20 minutes before the accident occurred, by the man whose duty it is to oil them, and the foreman of platelayers in the yard saw the points about 10 minutes before the accident.

Both these men state that they were shut perfectly close, and appeared in good order.

The points were examined again shortly after the accident, and they were found to shut perfectly close when the lever handle which works them was pushed thoroughly home into its notch.

The points in question are situated about 80 yards from the signalman's hut, from whence they are worked.

They are interlocked with the signals and the other points in the yard, and it should have been impossible for the signalman on duty at the hut to lower the signals until the points were set in their proper position; but it was found after the accident that the locking gear had become slightly worn, and that it was possible to lower the signals for No. 5 platform when the lever handle of the points leading to No. 5 platform was not pushed home and placed in the notch.

The signalman on duty declares that after the accident he found the lever handle of No. 5 points in the notch. But considering the evidence of the driver and fireman, who state distinctly that they saw that the points were open about an inch, I can ascribe the accident to no other cause than that the lever of No. 5 points was not pushed thoroughly home before the signalman lowered the signals.

It is possible that the flange of the near leading wheel of the engine may have pressed against the back of the left point, and closed the points after the off leading wheel of the engine had passed through the right-hand point, which is stated to have been open about an inch, or that there may have been something between the points.

The defect in the locking apparatus has been altered since the accident. The Nith engine that drew the train is a four-wheeled coupled tank engine. The cylinders are 16½ inches diameter. The stroke is 22 inches.

The leading and driving wheels are coupled together. The distance between their centres is 7 feet 6 inches.

The distance from centre of driving wheels to centres of trailing wheels is 11 feet 9 inches.

The trailing wheels, which were in front when the accident happened, carry 13 tons, the driving wheel carry 13 tons 16 cwt., and the leading wheels carry 12 tons 16 cwt.

The engine has a very large and high coal bunk, and I do not consider that it can travel with the coal bunk in front as well as in its proper position with the funnel to the front.

The engine appears to have been in good order at the time. The outside frame and the axles were bent by the accident.

I have, &c.
F. H. Rich,
Colonel.

The Secretary,
Railway Department,
Board of Trade.

METROPOLITAN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 30th May 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Metropolitan Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at the Swiss Cottage station on the 26th ultimo, on the Metropolitan and St. John's Wood Extension Railway, worked by the Metropolitan Railway Company.

I am, &c.
R. G. W. Herbert.

The Secretary of the
Metropolitan
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 23rd May 1868.

Sir,

In compliance with the instructions contained in your minute of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 26th April 1868, at Swiss Cottage station of the Metropolitan Railway.

Three passengers have complained of being hurt, but the injuries are supposed to be very slight.

The Metropolitan Railway from Baker Street to Swiss Cottage is an underground single line. There are two platforms and a double line at Swiss Cottage station.

The points of the second line, leading to the down platform, are about 80 yards to the south of the signalman's box, which is at the south end of the up-line platform. The points and signals are arranged on the locking principle, and the line is worked with the block telegraph.

Trains are started alternately from the up and the down platforms.

On the night of the 26th ultimo, a train, which consisted of an engine and three carriages, was standing at the up platform, and was filling with passengers, so as to be ready to start at 9.35 p.m., immediately after the arrival of the 9.10 p.m. train from Moorgate Street.

The 9.10 p.m. train from Moorgate Street, which consisted of a tank engine, a third class, a first class, a second class carriage, coupled in the order given, arrived at Swiss Cottage about 9.32 p.m. It should have gone to the down platform to deposit the passengers, but the signalman on duty had his points fixed so as to lead to the up-line platform. He took off the up-line platform signal, and the 9.10. p.m train ran into the train that was standing at the up platform, at a speed of three to four miles an hour.

The driver of the 9.10 p.m. train did not notice the train standing at the up platform till he was close to her, owing to the steam at the mouth of the tunnel. He whistled for the breaks, reversed his engine, and his fireman applied the engine break. The two guards with the 9.10 p.m. train had barely time to get their breaks on before the collision occurred.

The buffer casting was broken off the engine of the 9.10 p.m. train, but no other damage was done to the rolling stock of either trains, and none of the vehicles left the rails. The accident was caused by the oversight or carelessness of the signalman on duty at Swiss Cottage station. He bears an excellent character, and there is no doubt that such accidents will occur with some of the best men.

The only way of preventing them is to start all up trains from the up platform, and to bring all down trains to the down platform, the shunting for this purpose being done at the north side of the station. Arrangements should be made at the north side to enable the Company to do this.

I have, &c.
F. H. Rich,
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

MIDLAND RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 19th May 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 16th ultimo at the Wellington station of the Midland Railway at Leeds between a passenger train belonging to the Midland Railway Company and a passenger train belonging to the North Eastern Railway Company.

I am at the same time to request that you will be good enough to inform the Board of Trade of the number of passengers, as nearly as can be ascertained, who were injured in the Midland train, in order that the annual return to Parliament of railway accidents may be correctly filled up.

I am, &c.
R. G. W. HERBERT.

The Secretary of the Midland Railway Company.

Board of Trade
(Railway Department),
Whitehall, 19th May 1868.

SIR,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 16th ultimo at the Wellington station of the Midland Railway at Leeds between a passenger train belonging to the Midland Railway Company and a passenger train belonging to the North-Eastern Railway Company.

I am, &c.
R. G. W. HERBERT.

The Secretary of the North-Eastern Railway Company.

Board of Trade
(Railway Department).
Whitehall 14th May 1868.

SIR,

IN compliance with the instructions contained in your minute of 18th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred on the 16th ultimo at the Wellington station, Leeds, between a North-Eastern Company's train from Harrogate backing into the station and a Midland Company's train leaving it for Bradford.

This accident has resulted in injury to 30 passengers and to the fireman and guard in the North-Eastern Company's train, and to between 30 and 40 passengers in that of the Midland Company. It is stated that none of the injuries received are believed to be of a serious character.

The Wellington station at Leeds is the property of the Midland Company, but used by the London and North-Western and North-Eastern Companies, and the points and signals connected with it are all worked by Midland Company's servants. It is a terminal station, and is provided with a number of platforms used indifferently and according to circumstances for the arrival and departure of trains. Each platform is furnished with a starting signal at its outer end, numbered in conjunction with the platforms 1, 4, 5, 6, and 7. These signals are all worked from a cabin called the "bell box," situated at a point where the different platform lines merge into the up and down main lines, about 90 yards from the starting signals. About the same distance on the other side of the bell box, and also worked from it, are two arrival disc signals at the end (next the station) of the ticket platform, one for each of two lines, on each side of this platform, which merge into one before reaching the bell box. The line leading to platform No. 4 from the arrival line is crossed on the level by that leading from platform No. 5 to the departure line at a distance of about 30 yards from the signal box, and on the station side of it. On this crossing the collision occurred. None of the signals or points are interlocked.

A North-Eastern train, consisting of engine and tender, break van, five vehicles, break van and first-class carriage, arrived at Harrogate from York on the morning of the 16th ultimo, and there had attached to it a slip carriage. It left Harrogate at its proper time, 8·45, and appears to have approached the Wellington station at about 9·22 a.m., some two minutes early. The train was according to custom being pushed into the station, having run round a triangle for the purpose of getting the engine at the rear, so that the slip carriage was now at the front of the train. When about 300 yards from the signals at the ticket platform, where it had not to stop, the driver states that he saw his arrival signal off, without having previously whistled for it to be taken off, and that it remained off as long as he saw it. This is denied by the signal-man and two assistants who where on duty at the cabin, who say that the signal was not turned off till after the driver had whistled for it. It is quite possible that the signal man may have mistaken the North-Eastern driver's whistling for some previous signal, and have lowered the ticket platform signal before it was actually whistled for. However this may have been, there is no doubt but that the signal was off, and the driver was right in coming on as he did at his usual rate of about six or seven miles an hour. The points leading to No. 4 platform, the one to which this train was in the habit of running, were held open by one of the assistant signal men, and just as the slip carriage had passed on to the points this man observed the Bradford train coming out of the station against its signal (which all the signal-men declare was at danger) from No. 5 platform, the line from which (as before observed) crosses the one leading to No. 4. The signal men then appear to have done what they could to attract the notice of the drivers of the two trains, and the drivers on their part to have endeavoured to stop their trains when they became aware of the danger, but the distance was too small to enable much reduction of speed to be effected, and the right-hand buffer of the engine of the Bradford train caught the left-hand corner of the slip carriage of the North-Eastern train on the crossing, and completely smashed in one of its compartments, besides otherwise damaging it. The tender buffers of this train were also broken. The damage to the Bradford train consisted in the breaking of the right-hand buffer ram of the engine, the bending in of its smoke box door, and other minor injuries; its leading wheels were thrown off the rails; some of the carriage couplings came unfastened. The Bradford train, which consisted of engine, tender, guards van, six vehicles, and guards van, was drawn up at No. 5 platform at 9·20 a.m. ready to start. At about ¼ of a minute after this time the driver received the guards' signal for starting, upon which he gave three whistles for No. 5 signal to be lowered, put on a little steam, and moved slowly ahead. He declares that almost directly after he had whistled (after moving about a yard, according to the fireman,) No. 5 signal was lowered, and that he consequently went on ahead. Very soon after starting he caught sight of the North-Eastern train, and at first thought that it was going into No. 6 or 7 platforms, which would not have crossed his road. On seeing the rear carriage on the points leading to No. 4 platform, he of course perceived the danger, and tried to reduce

his speed, which he thinks was not more than two or three miles an hour at the collision. The fireman corroborates the driver's statement as to No. 5 signal being lowered just as the train began to move.

Neither of the guards observed the signal, nor did any one on the platform, as far as could be ascertained. The three signal-men strenuously deny that No. 5 signal was ever lowered for the Bradford train to come out, and state that the head man remarked, on the Bradford driver whistling for his signal, that he would have to stop till the North-Eastern train was in. I should have been inclined to believe the signal-men rather than the driver and fireman, were it not that at about 9·20 an old signal-man in charge of a cabin about 200 yards from the bell box was looking at the starting signals to see if he could allow a pilot engine to shunt, and as he was looking saw No. 5 signal lowered, almost immediately afterwards raised again, and the ticket platform signal for the North-Eastern train turned off.

In consideration, therefore, of this comparatively independent evidence, I think that the cause of this collision must be attributed mainly to the act of one or more of the signal-men in the bell box giving conflicting signals, for of course even a momentary lowering of No. 5 signal was an indication to the Bradford driver that he might start.

The arrival of the North-Eastern train before its time was another circumstance that led to the accident, and it is highly objectionable that this practice should be allowed in a station where arriving and departing trains are constantly crossing each other's roads.

It is very possible that the collision might have been prevented, or at any rate its effects materially lessened, had the engine of the North-Eastern train been in front instead of in rear of it, and it is greatly to be desired that the Midland Company would make such alterations in their station arrangements as could enable this propulsion from the rear to be dispensed with.

The occurrence of this accident will I trust also induce the Midland Company to provide the bell box with locking apparatus. Had it existed it might have been the means of preventing this collision, or, if the driver did come out against his signal, of clearly showing upon whom the blame should fall.

I have, &c.
C. S. Hutchinson,
Lieut. Col. R.E.

The Secretary of the Board of Trade (Railway Department), Whitehall.

MIDLAND RAILWAY.

Board of Trade,
(Railway Department,)
Whitehall, 7th July 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred between a passenger train and a mineral train between Market Harborough and Kibworth on the 18th May last.

I am, &c.,
R. G. W. Herbert.

The Secretary of the Midland Railway Company.

Board of Trade,
(Railway Department,)
2nd July 1868.

Sir,

In compliance with the instructions contained in your Minute of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 18th May 1868, on the Midland Railway, between Market Harborough and Kibworth Stations.

A mineral train, which consisted of an engine and tender, 29 waggons loaded with iron ore, and a guards van at the tail of the train, left Market Harborough Station for Leicestor at 6.46 p.m. on the 18th ultimo.

The passenger train, which is timed to leave London for Leicester at 3.40 p.m., is due to arrive at Market Harborough at 6.40 p.m., and should leave that station at 6.43 p.m. The signalman at Market Harborough Junction, which is at the south end of the station, asked the guard of the mineral train, as he was entering the station, whether he would shunt his train for the passenger train? But the guard declined to so, although he knew that a cattle train had just left, and that the passenger train was overdue.

The guard of the mineral train obtained the information in the Market Harborough telegraph office, that the passenger train was about 11 minutes behind its proper time, and appears to have considered that he could get out of its way.

The Midland Railway Company's regulations provide, that mineral trains shall not leave stations ten minutes in advance of passenger trains.

The mineral train left Market Harborough Station at 6.46 p.m. The passenger train arrived at that station at 6.49 p.m., and left at 6.51 p.m., five minutes after the mineral train.

The passenger train consisted of an engine and tender, a first-class carriage that was empty, a guards van with a guard, four third-class, three composite carriages, another guards van, with a second guard, a carriage truck and a horse box, coupled in the order given.

The driver of the passenger train received a caution signal from the signalman at Market Harborough Junction, as he entered that station; but the driver and both guards of the passenger train appear to have left that station, without being made aware that there was a cattle train about seven minutes in front, and also a train of iron ore five minutes in front of the passenger train.

The signalman at Market Harborongh states that he called to the driver of the passenger train, as he passed his box, "that there were two trains close in front." The driver of the passenger train acknowledges to have received a caution signal by hand from the signalman, but he distinctly states that he did not get any verbal notice of the two trains which had started just before the passenger train. No information on the subject appears to have been given to any of the Company's servants who were in charge of the passenger train while that train was standing at the Market Harborough platform.

The driver of the passenger train, when passing Bowden Junction, which is about a mile to the north of Market Harborough Station, received a caution signal from the signalman at that station, who waved a green flag, to show that there was a train a short way in advance; but the signals were taken off for the passenger train to pass, and when it was running round a curve, about a mile and a half to the north of Bowden Junction, the driver perceived a train on the rails in front of him. He shut off steam and crossed to the opposite side of his engine, and then noticed a man running towards him with a red flag. He reversed, the fireman applied the tender break, and the

guards state that they had applied their breaks on hearing the steam shut off.

The mineral train was standing on the down line, about 800 yards from the curve where the driver of the passenger train could have first caught sight of the mineral train.

The line falls towards the north, on a gradient of 1 in 330 at this place, and the driver of the passenger train, who estimates the speed of his train at about 30 miles per hour when he first perceived the mineral train, could not pull up in time to avoid a collision with the mineral train, which his engine struck, at about a walking speed. No injury was done to the line or the rolling stock, but five passengers have complained of shakes and bruises.

The draw bar of the 8th waggon of the mineral train had broken while it was travelling towards Leicester, and the driver of this train appears to have perceived it almost immediately, and to have taken the necessary means to pull up his train without injury. He then went back to the guard, who was in the van at the end of the mineral train, to get a rope to connect his train, as there were no side chains on the waggons that had separated, but before he could do so, the passenger train, which was only five minutes behind him, had overtaken him and run into his train.

The guard of the mineral train appears not only to have acted improperly in leaving Market Harborough Station just in advance of the passenger train, but he appears to have shown a want of activity in taking the necessary measures to protect his train when it broke down. He had only got back about 200 yards from his train when the passenger train passed him, and ran into his train.

This guard has been dismissed by the Company, and I did not see him. By the regulations of the London and North-Western Railway Company, the station masters are responsible for not allowing goods or mineral trains to leave their stations close in advance of passenger trains ; but the Company do not consider it desirable at Market Harborough to interfere on this point with the Midland Railway Company, who place the responsibility of starting their trains on the guards.

I think that the London and North-Western system of holding the station masters responsible is good, and I recommend it to the favourable consideration of the Midland Railway Company.

I have, &c.,
F. H. Rich,
Lieut.-Colonel, R.E.

The Secretary,
Board of Trade,
Railway Department.

NEATH AND BRECON RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 20th May 1868.

Sir,

I am directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Neath and Brecon Railway Company, the enclosed copy of the report made by Colonel Rich, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the accident which occurred on the 24th ultimo to a mail train at the March Howel Colliery siding on the Neath and Brecon Railway.

I have, &c.
R. G. W. Herbert.

The Secretary of the
Neath and Brecon
Railway Company.

Board of Trade
(Railway Department),
Whitehall, 16th May 1868.

Sir,

In compliance with the instructions contained in your minute of the 7th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 24th ultimo, at March Howel Colliery siding on the Neath and Brecon Railway.

The engine driver was killed, the fireman was slightly bruised, and the guard was not hurt. There were no passengers in the train.

The mail train, which consisted of an engine and tender, four goods waggons, a composite, a third-class carriage, and a guard's van, coupled in the order given, left Neath for Brecon at 4·15 a.m. on the 24th April 1868.

It proceeded all right to the March Howel Colliery sidings, which are 2¼ miles from Neath.

The train was running at a speed of about 14 miles per hour. The fireman was standing on the frame of the engine, sanding the rails, when he noticed that the points leading into the March Howel Colliery stood open for the siding.

The engine was about 40 yards from the siding points at the time.

The fireman called to the driver to "hold on," but the latter appeared not to hear, until the fireman called out a second time. He states that the driver then reversed, crossed to the right side of his engine, and jumped off into the 6-feet interval, between the siding and the main line. The tender followed the engine into the siding, but was pulled off the rails by the rest of the train, which went along the main line.

The engine broke through the two locked chock blocks that were placed across the siding, and struck some coal trucks that were standing about 80 yards from the siding points. The leading wheels of the engine were knocked off the rails, and one of the coal trucks was broken up by the collision. The two front goods waggons were dragged off the rails and fell over on their sides in the 6-feet interval between the siding and the main line. The rest of the train remained on the main line rails.

The driver was found buried up to the chest under the leading goods waggon. When he was got out by the fireman, one of his legs was found to be nearly cut off at the hip and the other at the knee; he complained of severe pain in the chest and begged the fireman to knock his brains out. He died two hours afterwards. The fireman was thrown to the ground by the collision.

March Howel Colliery sidings join the main line by one set of points facing south at the south end of the yard, and one set of points facing in the same direction opposite to the coal drops. The points are attached to indicators and are weighted, so as to lie closed for the sidings. They are also furnished with wrought-iron studs, to run through them, to which a padlock is attached for locking the points. A chain is also provided for locking the handles of the points when the stud is broken and while it is being repaired.

The stud belonging to the points which caused the accident was broken on the 22nd ultimo, and was given to the permanent way inspector, on the same afternoon, to get it repaired.

The guard of the pilot engine, who found it broken when replacing it, after removing some waggons from the siding, states, that he looked for the chain to put it on, but that it had been stolen. He further states, that he reported it to the platelayer in charge of the length, whose business it was to secure the points. The platelayer has since been dismissed for not doing so.

The points therefore remained unlocked, from the afternoon of the 22nd to the morning of the 24th April, when the accident happened.

The inspector of the permanent way examined the points on the 22nd ultimo, and the resident engineer of the line examined them about 2 hours after the accident and found them in good order. The weight kept them well closed for the sidings. The indicator is also stated to have been in good order, but as there was no light on the indicator, it was comparatively useless at the time when the accident happened.

The superintendent of police of the borough of Neath also examined the points on the afternoon of the 24th ultimo. He bears out the evidence of the resident engineer in stating that he found them in perfect order, and that they would not remain open for the siding unless they were held. He adds that at the time he examined them no repairs appeared to have been done to them.

The superintendent of police picked up a stone at the spot, which he thinks was jammed between the points and the rail by some malicious persons. He states that there were marks on the stone corresponding with the flanges of the rail and marks on the rails, that looked as if they were made by a stone being jammed in.

If so, the engine in passing through the points must have knocked out the stone and allowed the points to close, which caused the waggons and carriages of the train to follow the main line.

The superintendent of police further bears out the evidence of the Company's officers, that the 2-mile post was torn up and thrown over the fence, and that some four shovels were stolen from the colliery contractor on the same night. Two gradient boards were also damaged, but the date when this was done is not positively known.

Taking the whole of the evidence into consideration, I am of opinion that the accident was caused by some malicious persons interfering with the points, but they should not have been left unlocked and unguarded for two days.

March Howel Colliery sidings have no signals. The Company's regulations provide that no engine or train shall stop at these sidings except it is accompanied by the train staff; but the regulations provide an exception to this rule, viz., when there is an interval of not less than 30 minutes between the engine or train that stops, and a following train. When such an interval of time is allowed, the engine or train may stop, without having the train staff with it. Although it is safe to work the sidings without signals under the regulation that no engine or train shall stop unless the staff is with it, it cannot be safe to make any exception to this rule. I therefore recommend that the exception be struck out, or that the sidings be protected with signals and distant signals, locked with the siding points and throw-off points.

I have, &c.
F. H. Rich,
Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

NORTH EASTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 13th May 1868.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the Directors of the North Eastern Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to enquire into the circumstances connected with the collision which occurred on the 21st ultimo at the Hessle station of the North Eastern Railway.

I am, &c.
R. G. W. Herbert.

The Secretary of the
North-Eastern
Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 8th May 1868.

Sir,

In compliance with the instruction contained in your minute of the 24th ultimo, I have the honour to report, for the information of the Board of Trade, that I have enquired into the circumstances attending the collision which occurred on the 21st ultimo near the Hessle station of the Hull and Leeds branch of the North Eastern Railway, between a goods train and a following market train. At the date of my enquiry on the 28th ultimo, twenty four persons had complained of injury, principally of the nature of contusions.

It appears that on the morning of the 21st April a train called "the Manchester Quick Goods," timed to leave Normanton for Hull at 2.55 a.m., did not start till 5.30 a.m., the engine which drew it having been delayed on its up journey from Hull to Normanton by another engine in front of it having got off the line. The train consisted of an engine and tender, 44 loaded waggons, and a break van. Near Brough, the fourth station from Hull, it was again detained at 7.35 for about ten minutes by four other goods trains in front of it, the engine of the first train having broken a boiler tube. During this detention the guard appears to have gone back to protect his train, and to have rejoined it when it again started at about 7.45, following the goods train in front of it at a distance of about $\frac{1}{4}$ of a mile. On nearing Hessle station, at a point where the distant signal first becomes visible, and which, owing to a curve and cutting, can be seen only 500 yards off, and is only 580 yards distant from the main signal, the driver of the Manchester Quick Goods train had, at about 8.30, again to slack his speed, closed upon the train in front of him, and brought his engine to a stand opposite to the distant signal post within a few yards from the van of the fourth goods train. This detention was caused by the engine of the third goods train having stopped to take water at a water crane at the Hessle platform. Upon the 5th train slacking speed the guard states that he again left his van and went back with a flag. Before getting out of his van he says that he looked at his time table, and seeing that the passenger train from Brough was not due at Hessle till 9.5, he did not think it necessary to take any fog signals with him. He had, however, overlooked the weekly market train which ran on the day of the accident, and which was due at Hessle at 8.40. This oversight of his may possibly have been caused by the Brough train being entered in the time table before the market train, though the latter was the earlier train of the two. After going back from 100 to 150 yards, he says that he heard the driver of his train whistle, and thinking that this was a signal for him to rejoin the train, he ran back, and caught up his van about 600 yards from the distant signal post, as the train was slowly moving forward, which he states it continued to do without stopping until it came to a stand, with the van about nine yards inside the distant signal post. This is at variance with the driver's statement, as he says that his engine was *standing about five minutes* at the distant signal post, and that he then again moved forward behind the 4th goods train, and again stopped when his van was a few yards inside the distant signal post, in consequence of the engine of the 4th goods train having also to take in water at the Hessle water crane. The fact of the two stoppages of the 5th goods train is corroborated by the evidence of the

porter at the station, as to the time, &c. of the engines of the 3rd and 4th trains watering at Hessle. Soon after the 5th goods train had stopped inside the distant signal, the passenger train was seen coming round the curve both by the driver and the guard of the goods train, whereupon the former put on enough steam to enable him to close upon the van in front, and to tighten his waggon couplings, and the latter jumped out, and gave the driver of the approaching passenger train the arm danger signal. This passenger train was a market train running only on Tuesday, from Selby to Hull. On leaving Selby the train was composed as follows:—engine and tender, guards van (without guard), five third-class, one second, one first, one third-class carriage. and van with guard. At Eastrington, the 6th station from Hull, there was a slight delay caused by attaching five empty carriages. The train left Ferriby (the next station to Hessle, two miles 51 chains from it,) at about 8.35 (five minutes late). Just before the point where the Hessle distant signal is first seen, the driver, who stated his pace was then about 25 miles an hour, shut off steam, according to practice, and immediately afterwards observed the distant signal at danger. Upon seeing this he told his fireman to apply his breaks, and directly afterwards, on catching sight of the goods train, declares that he reversed his engine, put steam against her, and whistled for the guards' breaks, which he believes were at once applied. Notwithstanding these appliances, the engine struck the van of the goods train at a speed variously estimated at from 6 to 12 miles an hour. In explanation of the comparatively small reduction of speed it was urged that the rails were slippery from rain, and that the line was falling towards Hessle at the rate of about 1 in 600. Just before the collision the fireman and guard jumped off, and were not injured, nor was the driver, who stuck to his engine. The latter received no damage, nor was any sustained by the carriages or waggons in either train.

Several causes conspired to cause this accident.

1. The most direct one was the neglect of the guard of the 5th goods train in not complying with the rule of the company as to going back at least 400 yards, and there placing two fog signals on the rails 10 yards apart. Had he obeyed this rule the driver of the passenger train would have been warned of the obstruction ahead about 500 yards before sighting the distant signal, or about 1,000 yards from the van of the goods train.

2. Another cause was the negligence of the station master at Hessle, though aware that the market train was nearly due, in allowing the engines of the 3rd and 4th goods train to stop five or six minutes so as to take in a full supply of water at the station, and in not insisting upon their stopping only long enough to get sufficient to carry them on to Hull, 4½ miles from Hessle.

3. There appears to have been remissness on the part of the station master at Ferriby in having given no warning to the driver of the passenger train of the number of goods trains in front. A porter at Brough had made a remark to that effect, but also said that they would be out of the way in time.

4. I am not satisfied that the driver of the passenger train might not, in a distance of 500 yards, have more nearly, if not quite, stopped his train at the distant signal post, had he used with sufficient promptitude all the means at his disposal when he first saw the distant signal at danger. Unhappily, the practice of disregarding, or only partially regarding, a distant signal, is a very common offence among drivers, although, as in the case of the North Eastern company, the rule is distinct as to the duty of stopping, if necessary, at the signal.

5. The down distant signal at Hessle is not far enough from the station, and is not visible for a sufficient distance to an approaching engine, on account of a curve and cutting in the line. A more favourable position can without difficulty be found for it; and it is all the more necessary that it should be moved, as goods trains often stop at Hessle for water, and the gradient for half a mile is falling towards the station at the rate of about 1 in 600.

I have, &c.
C. S. Hutchinson,
Lieut.-Col. R.E.

The Secretary of the Board of Trade (Railway Department), Whitehall.

NORTH-EASTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 22nd May 1868.

Sir,

I am directed to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to enquire into the circumstances connected with the collision which occurred on the 24th ultimo at Raskelf station on the North-Eastern Railway.

I am, &c.
R. G. W. Herbert.

The Secretary of the North-Eastern Railway Company

Board of Trade
(Railway Department),
Whitehall, 20th May 1868.

Sir,

In compliance with the instructions contained in your minute of the 27th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the collision which occurred on the 24th ultimo at Raskelf station on the North-Eastern Railway between a coal train and a goods train, whereby two persons in charge of cattle travelling by the goods train were killed.

On the morning of the 24th ultimo a through goods train from Newcastle to York left Darlington at 3.30, twenty minutes late (having been detained by the express), having, according to the time table, to stop *only* at Thirsk. Before the train left Darlington the night foreman there, a steady servant of the Company for 22 years, directed the guard to take on four waggons of cattle, and leave them at Raskelf, a road side station between Thirsk and York, and to allow three persons in charge of the cattle to travel in the van. The guard states that he remonstrated with the foreman, telling him it was against orders for the train to stop at road side stations. The foreman, however, who appears to have been hard pressed upon the subject by one of the deceased, and had already refused to let the cattle go by the 11.30 p.m. train, as it would then have been dark when they arrived, overruled the guard's objections, telling him it would be daylight when they reached Raskelf. The order referred to by the guard, and acted on by the foreman in not forwarding the cattle at 11.30 p.m., is dated York, December 16th, 1862. The first paragraph runs as follows :—" Except by previous arrangement no cattle or horses must be sent by night to any station other than those specified below, unless they can arrive at the station to which they are consigned before the last stopping passenger train has passed." Raskelf is not one of the stations specified. The object of the order is to prevent cattle arriving at a station where there is no one up to help to unload them; and the foreman was therefore clearly transgressing the spirit of the order in dispatching cattle

so as to arrive at a station at a time when, although it would be daylight, there would be certain to be no one up. The cattle trucks having been put on in the middle of the train, it started for Thirsk at 3.30 and reached it at 4.35. At 3.35 a coal train for York, consisting of engine and tender, 45 full waggons and van, due to leave Darlington at 3.15, and to stop only at Thirsk, followed the goods train, and reached Thirsk soon after it. No one with the coal train received any warning at Darlington that the goods train was to stop at Raskelf.

The goods train left Thirsk at 5 o'clock, three quarters of an hour late, when it consisted of engine, tender, 55 loaded and empty waggons and a van. At Thirsk the cattle waggons were moved from the centre to the front of the train, but the guard told no one in the Thirsk yard that they were going to be put off at Raskelf. Three platelayers got into the van at Thirsk to proceed to York. As the goods train approached Pilmoor (about 2¾ miles north of Raskelf) the weather, which had been previously clear, became slightly foggy, and the fog increased in density up to Raskelf, which was reached at about 5.30. Raskelf station is provided with home and distant signals; the distant signal on the North or Thirsk side is 603 yards from the home signal. The line falls from Pilmore towards Raskelf at a rate of 1 in 805. It is perfectly straight, and in clear weather the signals are visible for a very long distance. As the train was drawing up the guard got out of his van when it was about 30 yards south of the distant signal, and had walked back with a red flag for about 100 yards, when the engine of the coal train came in sight through the fog. The driver and guard appear to have caught sight of each other simultaneously when about 200 yards apart.

After the guard had left the goods train it gradually came to a stand with the engine at the Raskelf platform and the van 315 yards inside the distant signal. Just before stopping the driver had sent his fireman to put on the distant signal; he stated that the fog was then so thick that he could not see more than half the length of his train (150 yards). On hearing the coal train whistle he eased off his breaks, put on steam, and had got a few trucks in motion when the collision took place. One of the platelayers from Thirsk who was looking out of the door of the van, seeing the coal train approaching, shouted out, "She is coming into us," and jumped out himself, followed by his two comrades and one of the men in charge of the cattle, the other two either not realising the danger, or not having time to escape.

The coal train had left Thirsk at 5.5, five minutes after the goods train, neither driver nor guard having received any warning as to the goods train stopping at Raskelf. The driver had requested the signalman at Thirsk to let him go before the goods train as he was quite ready; but he was told the goods train had the preference. (With regard to this there is a curious mistake in the working time table, in which the goods and coal trains are put down as being due to leave Thirsk respectively at 4.15 and 4.20, and reach York at 5.45 and 5.30, implying a passing on the road, and a faster pace for the coal than the goods train. In reporting on the recent accident at Hessle I had to remark on another mistake in the working time table. These mistakes would seem to indicate a want of proper care in revising the preparation of these tables.) The driver of the coal train kept the goods train in sight as far as Sessay, about two miles north of Pilmoor; here he gradually lost sight of it in consequence of the fog. Owing to a change in the gradient at Sessay from 1 in 11,000 to 1 in 805, he increased his speed, as he thought he had been losing ground, and was running at the rate of about 25 miles an hour when he caught sight of the guard of the goods train with a red flag about 200 yards off, at which time he was about 580 yards from the van of the goods train. On seeing the guard he immediately concluded that the goods train had stopped, and at once shut off steam, reversed his engine, had his breaks applied, whistled for the guards breaks (which are stated to have been put on), and opened his sand boxes; notwithstanding which, owing to the descending gradient, the weight of his train and the greasy state of the rails from the fog, he thinks that his engine struck the van of the goods train at a speed of 20 miles an hour, *i.e.*, that he had reduced his speed only five miles an hour in 580 yards. He himself jumped into the 6-foot when about 300 yards from the van, his fireman stuck to his engine, both escaping without serious injury.

The van was completely smashed by the engine of the coal train. One of the poor men who had remained in it was picked up in the 6-foot quite dead, the other was lying among the débris, nearly dead, and died a few hours afterwards. Eight or nine waggons of the goods train were much damaged; the engine and tender of the coal train were thrown off the line; the tender had its leading axle bent; one coal waggon was damaged and four or five thrown off the road.

The main cause of this collision is to be attributed to the neglect of the night foreman at Darlington in not warning either the driver or guard of the coal train that the goods train in front was, out of its usual course, to stop at Raskelf; and this more particulary after transgressing the spirit, if not the letter of an order in directing the guard to stop this train at a road side station.

The guard of the goods train is also to blame for having informed neither the driver nor guard of the following coal train, nor any one on duty in the Thirsk yard, about the fact of his having to stop his train in this unusual manner at Raskelf.

The driver of the coal train did not exercise good judgment in increasing his pace when the fog became so dense as to cause him to lose sight of the train in front; and I think he must have been travelling much faster than he states, or that he cannot have applied his means for stopping so promptly as he says he did, or he would have been able to reduce his speed more than he says he did in a distance of 580 yards.

I have, &c.
C. S. Hutchinson.
Lieut. Col. R.E.

The Secretary of the Board of Trade (Railway Department), Whitehall.

SOUTH DEVON RAILWAY.

Board of Trade (Railway Department), Whitehall, 9th May 1868.

Sir,

I am directed by the Board of Trade to transmit to you, for the consideration of the Directors of the South Devon Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the 15th ultimo at the Torquay station of the South Devon Railway.

I am, &c.
R. G. W. Herbert.

The Secretary of the South Devon Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 6th May 1868.

SIR,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 22nd ultimo, the result of my inquiry into the circumstances which attended a collision on the 15th ultimo betweeen a goods' train and an empty excursion train at the Torquay Station of the South Devon Railway, when the driver of the goods' train, Charles Marsh, was unfortunately killed, and the stoker and second guard were seriously injured.

The Torquay and Dartmouth branch, as well as the whole of the main line of the South Devon Railway, are worked with the assistance of the electric telegraph, and on the block system, and they have been so worked, I believe, since the first portion was opened for traffic. Two thirds of the main line between Exeter and Plymouth is now doubled, but the whole of the branches are still single lines, with passing places at certain of the stations.

In consequence of these arrangements, the signals on the South Devon Railway are generally limited to an up and a down station signal, either placed opposite to the facing points where the double lines commence, which are required for passing places, or some distance outwards from them.

At Torquay station, 5¾ miles from the junction with the main line of the South Devon Railway near Newton Station, there are three lines of way, two with platforms alongside of them, and a middle line of way in which empty trains and carriages are placed out of the way of up and down trains travelling on their respective lines. The total length of the passing place from the northern to the southern points is about 325 yards, the northern points, which are facing points to a down train, being somewhere about 170 yards north of the north end of the passenger shed on the eastern side of the line. The facing points for entering the middle line from the north are rather less than 80 yards south of the northern points, and they are situated on what is properly the up line of railway, so as not to present facing points to an up train travelling on that line. The down station signal, worked by a wire from the station, is placed on a bank on the western side of the line, nearly 125 yards north of the northern facing points. It is well seen for a considerable distance.

On the day in question some races came off at Torquay, and the South Devon Railway Company ran excursion trains to accommodate the public attending these races. One reached Torquay at 12h. 14m. p.m. from Exeter, and as soon as the passengers had got out of the carriages the empty train was placed in the middle line, and the engine was unhooked, and was sent to Torre station, ¾ mile north of Torquay station, to be turned on the engine turntable, with instructions to return to Torquay station in readiness to take the excursion train away. The engine left at 12h. 24m. p.m., and the regular station policeman quitted the station at 12h. 35m., having previously told porter Edward Michelmore, whom he left in charge while he went to get his dinner, that the engine would return from Torre before the down goods train, and that it was to run on the middle line, and that he would set the points right for it before he went to his dinner; he states that he also told him that after the engine had arrived he was to be careful to set the points right before he gave "line clear" by telegraph to Torre station for the goods' train, and that Michelmore answered "all right."

The driver of the engine of the excursion train found, on his return to Torquay from Torre, that the two pairs of facing points had been set right for him to run at once into the middle line, the station signal was at all right for him to enter the station, and the porter signalled him back, and coupled on his engine to the 10 carriages of the excursion train then standing south of his engine on the middle line.

He observed the porter next go towards the south end of the station, to see if the carriages stood in the middle line, quite clear of any train travelling on the down line, and after that he returned, and looked to see if the engine and carriages were also clear at the north end of the station; then he left, and the driver did not see him again until he heard him call out "push back! the train is coming on your line," or some such words, and on looking out he saw that the train had passed over both pairs of facing points, and was about half way between the middle points and his engine. He and his fireman had barely time to jump off the engine on the same side before the collision occurred.

The collision must have been a severe one, as the engine of the excursion train, which was at rest, was knocked back more than 100 yards, and the carriages behind it as much farther.

It appears from the evidence of the head guard of the goods train, which consisted of an engine, 10 trucks, and two vans, that it left Torre at 12h. 46m. p.m. He rode in the van at the tail of the train and after they had come some way he heard the shrill whistle sounded, and on looking out he saw the down signal standing at "danger," and then he put on his break, and the speed of the train was checked. He next saw the signal turned off, and put right for the driver to proceed, 200 or 300 yards before they reached the signal, and he kept his break on until he saw a man under the over bridge, holding out his arm to the driver, signifying "all right," and then he went to his van, and the break whistle was shortly afterwards sounded, and the collision took place before he could put his break on again.

There is a steep incline of 1 in 55 falling all the way from Torre to Torquay station, and although the speed of the train was checked in consequence of the down signal being on at "danger" when it was first seen, still there would be sufficient space for the rate to be considerably accelerated in running down such an incline, when the signal was taken off, as the goods' train due at Torquay station at 5h. 5m. was not appointed to stop there.

The evidence of the head guard and of other persons at the station is to the effect that the speed was about 10 miles an hour; but I think it more likely to have been at least double that rate. The driver, on observing that a collision could not be avoided, in consequence of the points being set open for the up and middle lines instead of for the down line or even the up line alone, jumped off on the left side of the engine, while the fireman jumped off on the other. The driver is believed to have fallen backwards and sideways under the wheels of the trucks, and was instantaneously killed. The fireman had his collar bone broken.

No blame attaches to either of these men; they were evidently doing their duty at the time, and there does not appear to be the shadow of a doubt that the collision was occasioned by the porter Michelmore having neglected to alter the two pairs of facing points after the engine from Torre had passed into the middle line. He seems to have observed the death of the driver, and immediately made off in a state of great excitement.

A verdict of "manslaughter" has been returned against him at the coroner's inquest which was held on the body of the driver Charles Marsh.

He had been employed for about two years, and was in the habit of performing this duty occasionally when the policeman went to his dinner, and at other times to take charge of the station at night.

The man evidently forgot to turn the facing points before he took off the down station signals for the goods train to pass through Torquay station.

This is one of a class of accidents which may be entirely prevented by mechanical means.

At the time when this portion of the line was opened for traffic in 1859 the system of locking points and signals had only just been introduced, was by no means general, and had never been applied to the broad gauge lines of railway. Of late years they have been so applied; but a large portion of the

stations on the South Devon and Cornwall railways are similar as regards their signal arrangements to the Torquay station. It appears to have been stated at the coroner's inquest that a similar accident occurred at the same station once before, when the signal was taken off before the points were set right, and the man who made the mistake was dismissed, and, in my opinion, the wonder is, that more accidents of this kind have not occurred. It shows that the company must have had very careful and good servants. But the best men are liable to make a mistake, and there cannot be any security from collisions of this kind unless the signalman, or whoever may be acting for him, is not prevented by mechanical means from turning off the station signal until the points are set right for the line on which the expected train is to travel. I think it is not only right as regards the public safety, but fair towards the men who are employed on this responsible duty. I am informed that there are difficulties in carrying out my suggestion as regards the Torquay and some other stations, inasmuch as the company mostly use the eastern or down line at Torquay for both up and down traffic, because there are many invalids arriving at and leaving that place, who would complain at having to cross to the opposite platforms, and because there is frequently a very large amount of heavy baggage to be carried across. I do not dispute these facts; but if the Directors of the South Devon Railway company prefer to provide for the public safety, and wish to avoid collisions of this kind, which, if they do not even involve loss of life, are generally very costly, they will without delay instruct their engineer to connect the working of the points and signals at all their stations so that similar collisions may not again occur.

I have, &c.

W. YOLLAND,
Colonel,

The Secretary of the
Board of Trade
(Railway Department),
Whitehall.

RAILWAY BILLS.

RETURN to an Order of the Honourable The House of Commons, dated 20 March 1868;—*for*,

RETURN "of BILLS introduced in each of the Years, from 1860 to 1868 inclusive, containing Provisions for AMALGAMATIONS of or WORKING ARRANGEMENTS between RAILWAY COMPANIES in *Great Britain*, showing the Number of Bills Introduced and Passed respectively in each Year, with the Mileage and Description of the several Lines affected thereby; accompanied by a Map showing the SYSTEMS of RAILWAYS in *Great Britain* now under the Control of the several WORKING COMPANIES."

Board of Trade, April 1868. } T. H. FARRER.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
4 *May* 1868.

RETURN of RAILWAY BILLS introduced in each of the Years, from 1860 to 1868 inclusive, containing Provisions for AMALGAMATIONS of or WORKING ARRANGEMENTS between RAILWAY COMPANIES in *Great Britain*, showing the Number of Bills Introduced and Passed respectively in each Year, with the Mileage and Description of the several Lines affected thereby; accompanied by a MAP showing the SYSTEMS of RAILWAYS in *Great Britain* now under the Control of the several WORKING COMPANIES.

Where a Bill, or the portion of it containing the above Provisions did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1860.			*Miles.*	IN SESSION 1860.			*Miles.*	
Birkenhead (No. 1) - -	*Joint lease to the London and North Western and the Great Western.*	*Birkenhead* - - -	*33*	Aylesbury and Buckingham -	London and North Western -	Aylesbury and Buckingham	12	
				Bedford and Cambridge -	London and North Western, or Great Northern.	Bedford and Cambridge -	29	
				Bourton-on-the-Water - -	Oxford, Worcester, and Wolverhampton.	Bourton-on-the-Water -	6	
Birkenhead (No. 2) - -	*Joint lease to the London and North Western and the Great Western.*	*Birkenhead* - - -	*33*	Bradford, Wakefield, and Leeds.	Great Northern - - -	Osset Branch - - -	3	
				Brecon and Merthyr Tydfil Junction.	Mid-Wales - - - -	Brecon and Merthyr Tydfil Junction.	20	
Border Counties and North British.	Border Counties (41 miles), with the North British.	- - - - -	41	Buckley and Connah's Quay	London and North Western -	Buckley - - - -	5	
				Burnham Tidal Harbour and Railways.	Somerset Central - - -	Short Lines in connection with the Harbour.	½	
				Calne - - - - -	Great Western - - -	Calne - - - -	5	
Caledonian, Edinburgh and Glasgow, and Scottish Central (Amalgamation).	*Edinburgh and Glasgow (111 miles) and the Scottish Central (56 miles), with the Caledonian.*	- - - - -	*56*	Cannock Chase - - -	London and North Western and the Cannock Mineral.	Cannock Chase - - -	2	
				Central Wales - - -	Central Wales, the Knighton, and the Shrewsbury and Hereford.	Central Wales Extension -	27	
				Chard - - - - -	London and South Western -	Chard - - - -	3	
Epsom and Leatherhead - -	To the London, Brighton, and South Coast and the London and South Western jointly.	Epsom and Leatherhead (transfer).	4	Cheshire Midland - - -	London and North Western and the Manchester, Sheffield, and Lincolnshire.	Cheshire Midland - -	13	
				Conway, Llanrwst, and Bettws-y-Coed.	London and North Western -	Conway and Llanrwst -	10	
Hay - - - - - -	Hereford, Hay, and Brecon -	Hay (purchase) - - -	—	Disley and Hayfield - -	London and North Western and the Manchester, Sheffield, and Lincolnshire.	Disley and Hayfield - -	3	
				Dumfries, Lochmaben, and Lockerby Junction.	Glasgow and South Western and the Caledonian.	Dumfries, Lochmaben, and Lockerby Junction.	14	
Leeds, Bradford, and Halifax Junction, and Bradford, Wakefield, and Leeds (Amalgamation).	*Leeds, Bradford, and Halifax Junction (20 miles), with the Bradford, Wakefield, and Leeds.*	- - - - -	*20*	East Somerset - - -	Great Western - - -	East Somerset - - -	14	
				Egham and Woking - -	*London and South Western and the Staines, Wokingham, and Woking.*	*Egham and Staines* - -	*5*	

Leeds, Bradford, and Halifax Junction, and Great Northern (Amalgamation).	*Leeds, Braford, and Halifax Junction (20 miles), with the Great Northern.*	- - - - -	*20*	*Ely Valley* - - - -	*Taff Vale and other Companies*	*Ely Valley* - - -	*10*
				Epping Railways (Ilford Lines).	*Eastern Counties, Eastern Union, and other Companies.*	*Epping Railways* - -	*11*
				Faringdon - - - -	Great Western - - -	Faringdon - - -	4
				Forest of Dean Central - -	Great Western and the South Wales.	Forest of Dean Central -	7
				Galashiels, Innerleithen, and Peebles.	*North British* - - -	*Galashiels, Innerleithen, and Peebles.*	*18*
Llanelly Railway and Dock -	Llanelly - - - -	Vale of Towy (lease) - -	11	Hayling Railways and Harbour	London and South Western -	Hayling Railways - -	5
				Hinckley and Leicester - -	London and North Western -	Extension to Wigston -	10
				Horsham and Guildford Direct	Mid-Sussex, and the London, Brighton, and South Coast.	Horsham and Guildford Direct.	15
				Inverness and Aberdeen Junction.	Inverness and Nairn, the Great North of Scotland, and the Morayshire.	Inverness and Aberdeen Junction.	40
				Inverness and Ross-shire -	Inverness and Aberdeen Junction, and the Inverness and Nairn.	Inverness and Ross-shire -	31
London and North Western, and St. Helens Railway and Canal.	London and North Western -	Railway between Warrington and Garston (lease).	12	Llangollen and Corwen - -	Great Western - - -	Llangollen and Corwen -	10
				London and North Western, Great Northern and Manchester, Sheffield, and Lincolnshire.	*Mutual accommodation among the Companies named.*		
				London and North Western, Great Northern, Manchester, Sheffield, and Lincolnshire, and Midland.			
London and South Western (Kingston Extension, &c.)	London and South Western -	Exeter and Exmouth (sale or lease).	5				
		Stokes Bay Railway (lease or sale).	1½	London and South Western (Kingston Extension, &c.)	London and South Western -	Epsom and Leatherhead -	4
		Lymington (lease or sale) -	4			Wimbledon and Dorking -	6
		Dorset Central, portion of (lease).	*10*	London, Chatham, and Dover Extension.	Great Western, Great Northern, Metropolitan, and Victoria Station and Pimlico.	Metropolitan Extensions of the London, Chatham, and Dover.	14
London and South Western -	London and South Western -	Exeter and Crediton (lease, &c.)	6	*Marlborough Branch* - -	*Great Western* - - -	*Marlborough Branch* -	*5*
		North Devon (lease, &c.) -	35	Marple, New Mills, and Hayfield.	Manchester, Sheffield, and Lincolnshire.	Marple, New Mills, and Hayfield.	6
		Bideford Extension (lease, &c.)	6	Mid-Sussex and Midhurst Junction.	London, Brighton, and South Coast.	Mid-Sussex and Midhurst Junction.	6
				Mid Wales - - - -	Oswestry and Newtown, Llanidloes and Newtown, Shrewsbury and Welshpool, and Newtown and Machynlleth.	Mid-Wales - - -	47
London, Brighton, and South Coast, and Victoria Station and Pimlico (Amalgamation, &c.)	*Victoria Station and Pimlico Railway (1 mile), with the London, Brighton, and South Coast.*	- - - - -	*1*				
				Milford Haven Railway and Docks.	South Wales and the Great Western.	Milford Haven Railway -	2
				Montrose and Bervie - -	Scottish North Eastern - -	Montrose and Bervie - -	12
				Newcastle-upon-Tyne and Derwent Valley.	*Newcastle-upon-Tyne and Carlisle, and the Stockton and Darlington.*	*Newcastle-upon-Tyne and Derwent Valley.*	*13*
				Northleach and Witney - -	*Oxford, Worcester, and Wolverhampton, and the Witney.*	*Northleach and Witney* -	*16*
London, Brighton, and South Coast.	London, Brighton, and South Coast.	West End of London and Crystal Palace (transfer).	10	Oswestry and Newtown - -	Newtown and Machynlleth, and Llanidloes and Newtown.	Oswestry and Newtown -	42

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it containing the above Provisions did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).

TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.
IN SESSION 1860—*continued.*			*Miles.*
North British, Peebles and Jedburgh.	Jedburgh (7 miles), *and Peebles (19 miles)*, with the North British.	- - - - - - - - - -	7 *19*
North Eastern and Newcastle-upon-Tyne and Carlisle, (Amalgamation).	*Newcastle-upon-Tyne and Carlisle (79 miles), with the North Eastern.*	- - - - -	*79*
North Staffordshire - -	North Staffordshire - -	Silverdale and Newcastle (sale or lease, &c.)	3
Oxford, Worcester, and Wolverhampton, and Severn Valley.	Oxford, Worcester, and Wolverhampton.	Severn Valley (lease) -	40
Oxford, Worcester and Wolverhampton, Newport, Abergavenny, and Hereford, and Worcester and Hereford.	Oxford, Worcester, and Wolverhampton (108 miles).	Newport, Abergavenny, and Hereford (vesting). Worcester and Hereford (vesting).	49 28
Victoria Station and Pimlico -	London, Chatham, and Dover, and Great Western, jointly.	Victoria Station and Pimlico Railway.	1
West End of London and Crystal Palace.	London, Chatham, and Dover	Completed portion of the Farnborough Extension (*transfer*).	3½
		TOTAL - - -	267

WORKING ARRANGEMENTS.

TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	REMARKS.
IN SESSION 1860—*continued.*			*Miles.*	
Petersfield - - - -	London and South Western -	Petersfield - - -	11	
Rugeley and Abbotts Bromley	*London and North Western -*	*Rugeley and Abbotts Bromley.*	*4*	
Sirhowy Tramroad - -	Newport, Abergavenny, and Hereford.	Sirhowy Tramroad - -	–	
Somersham, Ramsey, and Holme.	*Eastern Counties and the Great Northern.*	*Somersham, Ramsey, and Holme.*	*13*	
South Kensington - -	*Kensington Station, and North and South London Junction.*	*South Kensington - -*	*1*	
South London (No. 1) - -	*South Eastern and other Companies.*	*South London - - -*	*12*	
Stockport and Woodley Junction.	Manchester, Sheffield, and Lincolnshire.	Stockport and Woodley Junction.	3	
Stourbridge - - - -	Oxford, Worcester, and Wolverhampton.	Stourbridge - - -	4	
Sudbury, Melford, and Clare, and Bury St. Edmunds.	Eastern Counties, Eastern Union, and Norfolk.	Sudbury and Clare - -	28	
Symington, Biggar, and Broughton.	Caledonian - - - -	Symington, Biggar, and Broughton.	19	
Tenbury and Bewdley - -	Oxford, Worcester, and Wolverhampton, and Severn Valley.	Tenbury and Bewdley -	14	
Tewkesbury, Upton-upon-Severn, and Malvern Junction.	Midland - - - -	Tewkesbury and Malvern -	14	
Thames Tunnel Railway -	*Various Railway Companies -*	*Thames Tunnel Railway -*	*2*	
Thetford and Bury St. Edmunds.	*Eastern Counties, Norfolk, and Eastern Union.*	*Thetford and Bury St. Edmunds.*	*37*	
West Dorset - - -	*Great Western and Bridport*	*West Dorset - - -*	*8*	
West Somerset - - -	*Bristol and Exeter - -*	*West Somerset - - -*	*15*	*The provisions for working arrangements did not pass.*
Wimbledon and Dorking -	*London and South Western -*	*Wimbledon and Dorking -*	*6*	
		TOTAL - - -	520	

Number of Bills containing Provisions for Amalgamations introduced in Session 1860 - - - 21

Number of Bills containing Provisions for Amalgamations passed in Session 1860 - - - - 14

Number of Bills containing Provisions for Working Arrangements introduced in Session 1860 - 58

Number of Bills containing Provisions for Working Arrangements passed in Session 1860 - - 40

In Session 1861.			
Birkenhead - - - -	London and North Western, and the Great Western (jointly).	Birkenhead (vested) - -	33
Caledonian and Symington, Biggar and Broughton.	Symington, Biggar, and Broughton (19 miles), with the Caledonian (221 miles).	- - - - - -	19
Caledonian, Edinburgh, and Glasgow, and Scottish Central (Amalgamation).	*Edinburgh and Glasgow (114 miles), and Scottish Central (56 miles), with the Caledonian.*	- - - - - -	*170*
Coleford, Monmouth, Usk, and Pontypool.	West Midland - - -	Coleford, Monmouth, Usk, and Pontypool (lease, sale, &c.)	16
Cornwall - - - -	To the Great Western, Bristol, and Exeter, and South Devon, jointly.	Cornwall (lease, &c.) - -	65
Edinburgh, Perth, and Dundee	Kinross-shire (7 miles), with the Edinburgh, Perth, and Dundee (73 miles).	- - - - - -	7
Great Northern - - -	Great Northern - - -	Hertford, Luton, and Dunstable (transfer).	25
Great Western - - -	Great Western - - -	Wellington and Severn Junction (lease).	4
Inverness and Aberdeen Junction, and Inverness and Nairn (Amalgamation).	Inverness and Aberdeen Junction (40 miles), with the Inverness and Nairn (15 miles).	- - - - - -	15
Leven and East of Fife (Amalgamation).	Leven (6 miles), with the East of Fife (7 miles).	- - - - - -	6
London, Chatham, and Dover (Lease of Margate Railway).	London, Chatham, and Dover	Margate (lease) - -	21

In Session 1861.				
Aberystwith and Welsh Coast	Oswestry and Newtown, Llanidloes and Newtown, Mid-Wales, and Shrewsbury and Welchpool.	Aberystwith and Welsh Coast.	56	
Alcester - - - -	*West Midland, Midland and Redditch.*	*Alcester - - - -*	*16*	
Alva - - - - -	Edinburgh and Glasgow -	Alva - - - - -	4	
Alton, Alresford, and Winchester.	London and South Western -	Alton, Alresford, and Winchester.	10	
Atherstone and Whitacre -	*London and North Western, and the Midland.*	*Atherstone and Whitacre -*	7	
Barnsley Coal Railway - -	South Yorkshire - - -	Barnsley Coal Railway -	9	
Bishops Castle - - -	*Shrewsbury and Hereford, and the Oswestry and Newtown.*	*Bishops Castle - - -*	*19*	*The provisions for working arrangements did not pass.*
Bishops Stortford, Dunmow, and Braintree.	Eastern Counties - - -	Bishops Stortford, Dunmow, and Braintree.	17	
Blane Valley - - -	Edinburgh and Glasgow -	Blane Valley - - -	5	
Bognor - - - -	London, Brighton, and South Coast.	Bognor - - - -	4	
Bradford, Wakefield, and Leeds	*London and North Western, Great Northern, and the Lancashire and Yorkshire.*	*Extension of the Ossett Branch.*	*4*	*The provisions for working arrangements did not pass.*
Brecon and Merthyr Tydfil Junction (New Lines).	Rhymney - - - -	Extension to the Rhymney Railway.	9	
Brighton, Uckfield, and Tunbridge Wells.	*London, Brighton, and South Coast, and the South Eastern.*	*Brighton, Uckfield, and Tunbridge Wells.*	*15*	*The provisions for working arrangements did not pass.*
Cardiff and Caerphilly -	*Taff Vale and the Rhymney -*	*Cardiff and Caerphilly -*	7	
Chard and Taunton - -	Bristol and Exeter - -	Chard and Taunton - -	15	
Charing Cross - - -	South Eastern - - -	Charing Cross (City Terminus).	½	
Cleveland - - - -	West Hartlepool - - -	Cleveland Extensions -	9	
Cockermouth, Keswick, and Penrith.	Cockermouth and Workington	Cockermouth, Keswick, and Penrith.	32	
Colne Valley and Halstead -	*London and North Western -*	*Colne Valley and Halstead Extension Railways.*	*29*	*The Extension Railways were not authorised.*
Cradley Heath and Dudley -	*South Staffordshire - -*	*Cradley Heath and Dudley*	*5*	
Devon Central - - -	*London and South Western, and the South Devon.*	*Devon Central - - -*	*47*	
Dewsbury, Batley, Gomersal, and Bradford.	*London and North Western -*	*Dewsbury, Batley, Gomersal, and Bradford.*	7	
Disley and Hayfield - -	*London and North Western, Manchester, Sheffield, and Lincolnshire, and other Companies.*	*Disley and Hayfield - -*	*6*	
Dumfries, Lochmaben, and Lockerby Junction.	Caledonian and the Glasgow and South Western.	Dumfries, Lochmaben, and Lockerby Junction.	14	
Eastern Counties - - -	Eastern Counties - - -	Colne Valley and Halstead	19	

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it, containing the above Provisions did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1861—*continued.*			*Miles.*	IN SESSION 1861—*continued.*			*Miles.*	
Midland (Additional Powers) -	Midland - - - -	Dursley and Midland (transfer).	2½	Eastern Counties and Saffron Walden.	Eastern Counties - - -	Saffron Walden - - -	2	
				Edgware, Highgate, and London.	*Great Northern - - -*	*Edgware, Highgate, and London.*	*8*	
North British and Peebles -	North British - - -	Peebles (lease) - - -	19	*Edinburgh and Dunfermline*	*North British - - -*	*Edinburgh and Dunfermline.*	*18*	
				Ellesmere and Whitchurch -	*London and North Western, and the Great Western.*	*Ellesmere and Whitchurch*	*10*	
				Esk Valley - - - -	*North British - - -*	*Esk Valley - - -*	*5*	
North Eastern, and Newcastle-upon-Tyne and Carlisle (Amalgamation).	*Newcastle-upon-Tyne and Carlisle (79 miles), with the North Eastern.*	- - - - -	*79*	Frosterly and Stanhope -	Stockton and Darlington -	Frosterly and Stanhope -	2	
				Galashiels and Peebles - -	North British - - -	Galashiels and Peebles -	17	
				Glasgow and Milngavie Junction.	Edinburgh and Glasgow -	Glasgow and Milngavie Junction.	3	
Oldham, Ashton-under-Lyne, &c.	*Jointly to the Manchester, Sheffield, and Lincolnshire, Lancashire and Yorkshire, and London and North Western.*	*Oldham, Ashton-under-Lyne, and Guide Bridge Junction (lease or transfer).*	*6*	Great Western - - -	Great Western - - -	Much Wenloch and Severn Junction.	4	
						Vale of Llangollen -	5	
						Llangollen and Corwen -	10	
				Hammersmith, Paddington, and City Junction.	Great Western - - -	Hammersmith and City Junction.	3	
				Henley-in-Arden - - -	Great Western - - -	Henley-in-Arden - -	3	
Oswestry and Newtown, Shrewsbury and Welchpool, Llanidloes and Newtown, and Newtown and Machynlleth (Amalgamation).	*Shrewsbury and Welchpool (21 miles), Llanidloes and Newtown (12 miles), Newtown and Machynlleth (23 miles), with the Oswestry and Newtown (42 miles).*	- - - - -	*56*	*Hereford, Hay, and Brecon -*	*West Midland - - -*	*Hereford, Hay, and Brecon*	*26*	
				Hull and Doncaster - -	*South Yorkshire, and Great Northern.*	*Hull and Doncaster - -*	*16*	
				Kensington Station, and North and South London Junction.	*London and North Western -*	*Kensington Station, and North and South London Junction.*	*1*	
				Kircudbright - - -	Glasgow and South Western, and the Castle Douglas.	Kircudbright - - -	10	
Perth and Dunkeld, and Scottish North Eastern (Amalgamation).	*Perth and Dunkeld (9 miles), with the Scottish North Eastern.*	- - - - -	*9*	Llanidloes and Newtown -	Shrewsbury and Welchpool, Great Western, and the London and North Western.	Llanidloes and Newtown -	12	
				Llantrissant and Taff Vale Junction.	Taff Vale - - - -	Llantrissant and Taff Vale Junction.	5	
				London, Buckinghamshire, and West Midland Junction.	*Great Western and the West Midland.*	*London, Buckinghamshire, and West Midland Junction.*	*58*	
St. George's Harbour - -	London and North Western -	St. George's Harbour Railway (lease).	3	London, Chatham, and Dover	London and South Western -	Metropolitan Extension -	–	

South Staffordshire - -	*South Staffordshire* - -	*Cannock Chase Railway (lease).*	—	Ludlow and Clee Hill - -	Shrewsbury and Hereford -	Ludlow and Clee Hill -	6	
				Lynn and Hunstanton - -	East Anglian and Eastern Counties.	Lynn and Hunstanton -	15	
				Margate - - - -	London, Chatham, and Dover	Ramsgate Extension - -	5	
				Marlborough - - -	Great Western - - -	Marlborough - - -	6	
				Marton and Harbury - -	*London and North Western* -	*Marton and Harbury* -	7	
South Wales - - - -	*South Wales* - - -	*Briton Ferry Railway and Dock Works, Swansea Harbour and Railway.*	*1*	*Merionethshire* - - -	*Great Western, and the Denbigh, Ruthin, and Corwen.*	*Merionethshire* - - -	*17*	
				Mid-Eastern and Great Northern Junction - - -	East Anglian and the Eastern Counties.	Lynn and Sutton Bridge -	10	
				Morayshire - - - -	Great North of Scotland, Keith and Dufftown, and the Strathspey.	Morayshire - - -	21	
Stockton and Darlington, South Durham and Lancashire Union, and Eden Valley (Amalgamation).	—	—	—	Much Wenlock, &c. - -	Great Western, West Midland, Shrewsbury and Hereford, &c., Companies.	Wenlock - - - -	17	
				Nantlle - - - -	*London and North Western* -	*Nantlle* - - - -	*25*	
				Nantwich and Market Drayton	London and North Western -	Nantwich and Market Drayton.	11	
Victoria Station and Pimlico Railway.	London, Chatham, and Dover, and Great Western.	Victoria Station (lease of portion).	—	*Newcastle-upon-Tyne and Derwent.*	*North British, Lancaster and Carlisle, and London and North Western.*	*Newcastle-upon-Tyne and Derwent.*	*45*	
				North London (City Branch)	London and North Western -	For the whole of the North London Railway.	12	
				North Somerset - - -	*Midland, Great Western, and the Somerset Central.*	*North Somerset* - -	*30*	
West Midland and Severn Valley.	West Midland, and the Great Western.	Wellington and Severn Junction (lease).	4	Oswestry, Ellesmere, and Whitchurch.	Oswestry and Newtown, and the London and North Western.	Oswestry, Ellesmere, and Whitchurch.	19	
				Ramsey - - - -	*Great Northern* - - -	*Ramsey* - - - -	*6*	*Working arrangements did not pass.*
				Rhyl Harbour, Bridge, and Railway.	*Vale of Clwyd, and the Denbigh, Ruthin, and Corwen.*	*Rhyl Railway* - - -	*1*	*Working arrangements did not pass.*
West of Fife Mineral, and Charleston Railway and Harbour.	West of Fife Mineral (10 miles), and Charleston Railway (6 miles) and Harbour (Amalgamations).	- - - - -	10	*Ross and Monmouth* - -	*Great Western, the Hereford, Ross, and Gloucester, and other Companies.*	*Ross and Monmouth* - -	*12*	
				Rumney - - - -	Monmouthshire, and the West Midland.	Rumney - - - -	24	
				Salisbury, Poole, and Dorset Junction.	London and South Western -	Salisbury and Dorset -	18	
				Sherborne - - - -	*Great Western, and the Bristol and Exeter.*	*Sherborne* - - - -	*4*	
				Shirley - - - -	*London and South Western, and London, Brighton, and South Coast.*	*Shirley* - - - -	*5*	
				Shrewsbury, Oswestry, and Ellesmere.	*Great Western* - - -	*Shrewsbury, Oswestry, and Ellesmere.*	*9*	
				Southampton and Netley -	London and South Western -	Southampton and Netley -	5	

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it containing the above Provisions did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).

TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.
IN SESSION 1861—*continued.*			*Miles.*
		TOTAL - - -	249½

Number of Bills containing Provisions for Amalgamations, &c. introduced in Session 1861 - - 23

Number of Bills containing Provisions for Amalgamations, &c. passed in Session of 1861 - - 16

WORKING ARRANGEMENTS.

TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	REMARKS.
IN SESSION 1861—*continued.*			*Miles.*	
South Yorkshire (Keadby Extension).	Manchester, Sheffield, and Lincolnshire.	Keadby Extension - -	3	
Stockport, Timperley, and Altrincham.	Manchester, Sheffield, and Lincolnshire, and the Great Northern.	Stockport, Timperley, and Altrincham.	10	
Strathspey - - - -	Keith and Dufftown, and the Great North of Scotland.	Strathspey - - -	34	
Swansea and Neath - -	Vale of Neath - - -	Swansea and Neath - -	8	
Swansea Vale - - -	Llanelly Railway and Dock -	Swansea Vale - - -	20	
Trent, Ancholme, and Grimsby	Manchester, Sheffield, and Lincolnshire, and the South Yorkshire.	Trent, Ancholme, and Grimsby.	14	
Uxbridge and Rickmansworth	Great Western - - -	Uxbridge and Rickmansworth.	8	
Walton and Edgehill Junction.	*London and North Western, Lancashire, and Yorkshire, &c. Companies.*	*Walton and Edgehill Junction.*	*5*	
Ware, Hadham, and Buntingford.	Eastern Counties - - -	Ware, Hadham, and Buntingford.	14	
West Cheshire - - -	Cheshire Midland - - -	West Cheshire - - -	15	
Wivenhoe and Brightlingsea	*Tendring Hundred* - -	*Wivenhoe and Brightlingsea*	*5*	
Worcester, Bromyard, and Leominster.	West Midland - - -	Worcester, Bromyard, and Leominster.	22	
Wrexham and Minera - -	Great Western - - -	Wrexham and Minera -	3	
Wycombe (Extensions) -	Great Western - - -	Extensions to Aylesbury and Oxford.	20	
		TOTAL - - -	619½	

Number of Bills containing Provisions for Working Arrangements introduced in Session 1861 - 82

Number of Bills containing Provisions for Working Arrangements passed in Session 1861 - - 51

In Session 1862.			
Cromford and High Peak -	London and North Western -	Cromford and High Peak (lease).	34
Dartmouth and Torbay - -	South Devon - - -	Dartmouth and Torbay -	10
Eastern Counties - - -	Eastern Counties - - -	Epping Lines - - -	11
Eastern Counties and other Companies Amalgamation.	Eastern Counties (280 miles), Eastern Union (103 miles), Norfolk (71 miles), East Anglian (67 miles), and Newmarket (30 miles) Amalgamated as "Great Eastern."	- - - - -	271
	Wells and Fakenham (9 miles), with the Great Eastern.	- - - - -	9
	Great Eastern - - -	East Suffolk (transfer) -	69
		Ware, Hadham, and Buntingford (sale or lease).	13
		Colchester, Stour Valley, Sudbury and Halstead (sale or lease).	14
Edinburgh and Glasgow and Caledonian and Dumbartonshire.	Caledonian and Dumbartonshire (8 miles), with the Edinburgh and Glasgow (90 miles).	- - - - -	8
Edinburgh and Glasgow and the Glasgow, Dumbarton, and Helensburgh.	Glasgow, Dumbarton and Helensburgh (18 miles), with the Edinburgh and Glasgow (90 miles).	- - - - -	18
Edinburgh, Perth, and Dundee and Fife and Kinross.	Fife and Kinross (16 miles), with the Edinburgh, Perth, and Dundee (73 miles).	- - - - -	16
Furness and Coniston - -	Coniston (9 miles) with the Furness (22 miles).	- - - - -	9
Great Western and Andover and Redbridge	*Andover and Redbridge (20 miles) with the Great Western.*	- - - - -	*20*
Great Western, Hereford, Ross and Gloucester, and Ely Valley.	Great Western - - -	Hereford, Ross, and Gloucester (transfer).	22
		Ely Valley (lease) - -	10
Inverness and Aberdeen Junction, and Inverness and Ross-shire.	Inverness and Ross-shire (31 miles), with the Inverness and Aberdeen Junction (55 miles).	- - - - -	31

In Session 1862.			
Abbey Holme, Leegate and Bolton Railways.	*Carlisle and Silloth Bay, Port Carlisle and the Maryport and Carlisle.*	*Abbey Holme, Leegate, and Bolton Railways.*	*5*
Andover and Great Western	*Andover and Redbridge, and the Great Western.*	*Andover and Great Western*	*15*
Andover, Redbridge, and Southampton.	*Andover and Redbridge, and the Great Western.*	*Andover, Redbridge, and Southampton.*	*4*
Bala - - - - -	*Denbigh, Ruthin, and Corwen, and 5 other Companies.*	*Bala - - - -*	*11*
Bala and Dolgelly - -	Great Western and the West Midland.	Bala and Dolgelly - -	18
Banstead and Epsom Downs	London, Brighton, and South Coast.	Banstead and Epsom Downs	4
Berwickshire - - -	North British - - -	Berwickshire - - -	20
Birkenhead, Flintshire, and Holyhead.	*London and North Western, Great Western, and other Companies.*	*Birkenhead, Flintshire, and Holyhead.*	*6*
Bishops Waltham, Botley and Bursledon.	London and South Western -	Bishops Waltham - -	7
Bridge of Weir - - -	Glasgow and South Western -	Bridge of Weir - - -	4
Bristol and Clifton - -	*Great Western - - -*	*Bristol and Clifton - -*	*5*
Bristol and South Wales Union.	Great Western - - -	Bristol and South Wales Union Extension Line.	1½
Bristol and South Western Junction Railways.	*London and South Western -*	*Dorset Central - -*	*35*
		Somerset Central - -	*30*
Briton Ferry Dock and Railway.	South Wales and the Vale of Neath.	Briton Ferry Dock and Railway.	1
Cannock Chase Extension -	London and North Western -	Cannock Chase Extension -	4
Carnarvonshire - - -	London and North Western, and the Aberystwith and Welsh Coast.	Carnarvonshire - - -	28
Corwen, Bala, and Portmadoc	Great Western, Vale of Llangollen, and Llangollen and Corwen	Corwen and Bala - -	13
Cowbridge - - - -	Taff Vale - - - -	Cowbridge - - -	7
Crystal Palace and South London Junction.	London, Chatham, and Dover	Crystal Palace and South London Junction.	7
Dare Valley - - -	*Taff Vale - - - -*	*Dare Valley - - -*	*3*
Daventry - - - -	London and North Western -	Daventry - - - -	4
Drayton Junction - -	*London and North Western and other Companies.*	*Dayton Junction - -*	*21*

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it containing the above Provisions did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length Affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1862—*continued.*			*Miles.*	IN SESSION 1862—*continued.*			*Miles.*	
London and South Western (Additional Powers).	London and South Western -	Wimbledon and Dorking (lease or transfer).	6	Dulas Valley Mineral - -	Vale of Neath - - -	Dulas Valley Mineral -	9	
				East Grinstead, Groombridge, and Tunbridge Wells.	London, Brighton, and South Coast.	East Grinstead and Tunbridge Wells.	10	
				Edgware, Highgate, and London.	Great Northern - - -	Edgware, Highgate, and London.	9	
London and South Western and Andover and Redbridge.	*London and South Western* -	*Andover and Redbridge (lease or transfer).*	20	*Great Western (Oswestry, Shrewsbury, and Ellesmere Lines).*	*Great Western* - - -	*Ellesmere and Shrewsbury Line.*	–	
				Greenock and Wemyss Bay -	Caledonian - - - -	Greenock and Wemyss Bay	10	
				Hatfield and St. Albans -	Great Northern - - -	Hatfield and St. Albans -	6	
London, Chatham, and Dover and Mid Kent (Bromley to St. Mary Cray).	London, Chatham, and Dover	Bromley to St. Mary Cray Line (lease, sale, or transfer).	2	Horsham, Dorking, and Leatherhead.	London, Brighton, and South Coast.	Horsham to Dorking - -	13	
				Hull and Hornsea - - -	North Eastern - - -	Hull to Hornsea - -	13	
				Isle of Wight - - -	*Isle of Wight (Eastern Section), and Cowes and Newport.*	*Brading to Sandown* -	8	
Merthyr, Tredegar and Abergavenny.	London and North Western -	Merthyr, Tredegar and Abergavenny (lease).	16	Keighley and Worth Valley -	Midland - - - -	Keighley and Worth Valley	5	
				Kettering and Thrapstone -	Midland - - - -	Kettering to Thrapstone -	7	
				Kington and Eardisley -	Hereford, Hay, and Brecon, and the Leominster and Kington.	Kington to Eardesley -	8	
Mid Sussex and Midhurst -	London, Brighton, and South Coast.	Mid Sussex and Midhurst (lease or transfer).	6	Launceston and South Devon	Great Western, Bristol, and Exeter and Cornwall.	Launceston to Tavistock -	19	
				Leadburn, Linton, and Dolphinton.	North British - - -	Leadburn to Linton - -	10	
North British, Edinburgh, Perth and Dundee, and West of Fife.	Edinburgh, Perth, and Dundee (73 miles), and the West of Fife (16 miles), with the North British (197 miles).	- - - - - -	89	Lostwithiel and Fowey - -	Cornwall - - - -	Lostwithiel to Fowey - -	5	
				Merionethshire - - -	*Aberystwith and Welsh Coast*	*Bala to Dolgelly* - -	17	
				Metropolitan - - -	Great Western and the Great Northern.	Metropolitan Railway and its Finsbury Extension.	5	
North British and Carlisle and Silloth Bay.	North British - - -	Carlisle and Silloth Bay (lease).	13	Metropolitan and Thames Valley.	London and South Western -	Twickenham to Shepperton	7	

North British and Port Carlisle	North British - - -	Port Carlisle (lease) - -	11
North Eastern and Hull and Holderness.	Hull and Holderness (17 miles) with the North Eastern.	- - - - - -	17
North Eastern and Newcastle-upon-Tyne and Carlisle.	Newcastle-upon-Tyne and Carlisle (79 miles) with the North Eastern.	- - - - - -	79
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	London and North Western and the Manchester, Sheffield, and Lincolnshire (jointly).	Oldham, Ashton-under Lyne, and Guide Bridge Junction (lease).	6
Oswestry and Newtown, Llanidloes and Newtown, and Shrewsbury and Welchpool.	*Llanidloes and Newtown (12 miles), and Shrewsbury and Welchpool (21 miles), with the Oswestry and Newtown.*	- - - - - -	*33*
Oswestry and Newtown, Llanidloes and Newtown, and Shrewsbury and Welchpool (Amalgamation).	*Llanidloes and Newtown (12 miles), and the Shrewsbury and Welchpool (21 miles), with the Oswestry and Newtown.*	——	–
Shrewsbury and Hereford -	London and North Western, Great Western, and West Midland (jointly).	Shrewsbury and Hereford (lease).	51
Somerset Central and Dorset Central (Amalgamation).	*Dorset Central (35 miles) with the Somerset Central.*	- - - - - - -	*35*
South Yorkshire and River Dun Railway.	*Manchester, Sheffield, and Lincolnshire.*	*South Yorkshire Railway (transfer).*	*58*
Stockton and Darlington, South Durham, and Lancashire Union, &c.	South Durham and Lancashire Union (35 miles), with the Stockton and Darlington (126 miles).	——	–
	Stockton and Darlington -	Frosterly and Stanhope (transfer).	2
Swansea Harbour Trust -	Vale of Neath - - -	Swansea Harbour Railway (transfer).	–
Tewkesbury and Malvern -	*Midland - - - -*	*Tewkesbury and Malvern (lease or transfer not authorised).*	*14*
Trent, Ancholme, and Grimsby	South Yorkshire and the Manchester, Sheffield, and Lincolnshire.	Trent, Ancholme, and Grimsby (sale or transfer).	13
West Midland (Merthyr, &c., lease).	*West Midland - - -*	*Merthyr, Tredegar, and Abergavenny (16 miles) (lease), Sirhowy (14 miles) (lease).*	*30*
		TOTAL - - -	856

Number of Bills containing provisions for amalgamations, &c., introduced in Session 1862 - - 32

Number of Bills containing provisions for amalgamations, &c., passed in Session 1862 - - - 24

Mid Kent and Addiscombe -	South Eastern - - -	Beckenham to Addiscombe	4	
Mold and Wrexham - -	*Great Western - - -*	*Mold and Wrexham - -*	*10*	
Moretonhampstead and South Devon.	South Devon, Great Western, and Bristol and Exeter.	Moretonhampstead and South Devon.	12	
Nantlle - - - -	*London and North Western -*	*Nantlle - - - -*	–	
Newtown and Machynlleth -	*Great Western - - -*	*Newtown and Machynlleth*	*23*	
North Devon and Okehampton	London and South Western and the North Devon.	Colebrook to Okehampton -	13	
Radstock and Keynsham -	*Great Western - - -*	*Radstock and Keynsham -*	*17*	
Rickmansworth, Amersham, and Chesham.	London and North Western -	Rickmansworth, Amersham, and Chesham.	8	
Scottish Northern Junction -	Scottish North Eastern - -	Scottish Northern Junction	22	
Sidmouth Railway and Harbour.	London and South Western -	Sidmouth Railway - -	9	
Stafford and Uttoxeter -	*London and North Western -*	*Stafford and Uttoxeter -*	*12*	*The provision for working did not pass.*
Tottenham and Hampstead Junction.	London and North Western and the Eastern Counties.	Tottenham and Hampstead Junction.	5	
Vale of Neath and Swansea and Neath.	Vale of Neath - - -	Swansea and Neath - -	8	
Wellington and Cheshire Junction.	Great Western, West Midland, and the Nantwich and Market Drayton.	Wellington to Drayton -	13	
West Cheshire - - -	Great Northern and the Manchester, Sheffield, and Lincolnshire.	West Cheshire - - -	21	
West Riding, Hull, and Grimsby.	Manchester, Sheffield, and Lincolnshire, and the South Yorkshire.	West Riding and Grimsby	28	
West Shropshire Mineral -	*London and North Western, Great Western, and other Companies.*	*West Shropshire Mineral -*	*12*	*The provision for working did not pass.*
Weymouth and Portland -	Great Western and the London and South Western.	Weymouth and Portland -	5	
		TOTAL - - -	402	

Number of Bills containing provisions for working arrangements introduced in Session 1862 - 58

Number of Bills containing provisions for working arrangements passed in Session 1862 - - 40

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it containing the above Provisions did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES AND LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length Affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1863.			*Miles.*	IN SESSION 1863.			*Miles.*	
Andover and Redbridge -	*London and South Western* -	*Andover and Redbridge Transfer.*	*15*	Anglesea Central - - -	London and North Western -	Anglesea Central - -	19	
				Banff, Macduff, and Turriff Extension.	Great North of Scotland -	Turriff to Banff - -	11	
				Banff, Portsoy, and Strathisla	Great North of Scotland -	Banff to Portsoy and Strathisla	19	
Bristol and Exeter - - -	Bristol and Exeter - -	Chard and Taunton (transfer).	15	*Barnes, Hammersmith, and Kensington.*	*London and South Western and the Great Western.*	*Barnes, Hammersmith, and Kensington.*	*6*	
		West Somerset (lease or transfer).	13	*Barnet and Great Northern Junction.*	*Great Northern - - -*	*Barnet and Great Northern Junction.*	*22*	
Charing Cross - - -	South Eastern - - -	Charing Cross (lease or transfer).	2¾	*Barnsley Coal Railway* -	*South Yorkshire, and the Manchester, Sheffield, and Lincolnshire.*	*Barnsley Coal Railway* -	*8*	
				Beckenham, Lewis, and Brighton.	*South Eastern, London, Chatham, and Dover, and other Companies.*	*Beckenham, Lewes, and Brighton.*	*49*	
Great Eastern - - -	Waveney Valley (13 miles) and the Lynn and Hunstanton (15 miles), with the Great Eastern.	- - - - -	28	Birmingham, and Sutton Coldfield Extension.	London and North Western and the South Staffordshire.	Birmingham and Sutton Coldfield Extension.	8	
				Boston and Friestonshore Railway and Pier.	*Great Northern, and Boston, Sleaford, and Midland Counties.*	*Boston, Sleaford, and Midland Counties.*	*7*	
Great Western and West Midland Amalgamation.	West Midland (203 miles), with the Great Western (750 miles).	- - - - -	203	Brecon Junction - - -	Llanelly Railway and Dock Company.	Brecon and Llandovery Junction.	21	
				Bristol and North Somerset -	*London and North Western, Great Western, and other Companies.*	*Bristol and North Somerset*	*38*	*Working arrangements did not pass.*
				Bristol and Portishead Pier and Railway.	Bristol and Exeter - -	Bristol and Portishead -	9	
Great Western, West Midland, and South Wales Amalgamation.	South Wales (173 miles), with the Great Western (750 miles) and the West Midland (203 miles).	- - - - -	173	*Bristol Railways Junction* -	*Great Western and other Companies.*	*Bristol Railways Junction*	*3*	
				Busby - - - - -	Caledonian - - - -	Busby - - - -	4	
				Cardiff and Caerphilly -	*Rhymney and the Rumney* -	*Cardiff and Caerphilly* -	*7*	
				Central Wales Extension -	London and North Western -	Central Wales Extension -	27	
Inverness and Perth and Perth and Dunkeld.	Perth and Dunkeld (9 miles), with the Inverness and Perth (112 miles).	- - - - -	9	Cockermouth, Keswick, and Penrith.	Stockton and Darlington and the London and North Western.	Cockermouth, Keswick, and Penrith.	31	
						Cockermouth and Workington	8	
				Dare Valley - - - -	Taff Vale - - - - -	Dare Valley - - -	2	
				Devon Valley - - -	Edinburgh and Glasgow and Scottish Central.	Devon Valley - - -	10	
Knighton and Central Wales -	Knighton (12 miles), with the Central Wales (20 miles).	- - - - -	12	*Drayton Junction* - -	*London and North Western and other Companies.*	*Drayton Junction* - -	*9*	

Leominster and Kington - -	West Midland - - -	Leominster and Kington (lease, transfer, &c.)	13	*Dulas Valley - - -*	*Brecon and Merthyr Tydfil Junction and other Companies.*	*Dulas Valley - - -*	–	*Working arrangements did not pass.*
London and North Western (Additional Powers).	London and North Western -	Conway and Llanrwst (transfer).	10	Edinburgh, Dunfermline, and Perth (North British), Edinburgh and Glasgow, and other Railway Companies.	Caledonian, the Edinburgh and Glasgow, and the North British.	Arrangements for working the railways of the three companies.	–	
		Hampstead Junction (transfer).	7	Ely Valley Extension - -	Ely Valley and the Great Western.	Ely Valley Extension - -	2½	
		Cannock Chase (transfer) -	2	Esk Valley - - - -	North British - - -	Esk Valley - - -	3	
London and South Western -	Chard (3 miles), and Petersfield (9 miles), with the London and South Western (380 miles).	- - - - - -	12	Evesham and Redditch - -	Midland - - - -	Evesham and Redditch -	17	
				Farnborough and Aldershot -	*London and South Western -*	*Farnborough and Aldershot*	*2*	
	London and South Western	Ringwood, Christchurch, and Bournmouth (lease or sale).	8	Fochabers and Garmouth -	Inverness and Perth - -	Fochabers and Garmouth -	6	
		Bishops Waltham (lease or sale).	4	Great Northern (Cheshire Lines.	Great Northern and Manchester, Sheffield, and Lincolnshire.	Stockport and Woodley -	3	
						Stockport and Timperley -	9	
						Cheshire Midland - -	7	
	London and South Western and the London, Brighton, and South Coast (jointly).	Epsom and Leatherhead (lease or sale).	4			West Cheshire - - -	20	
				Guildford and Leatherhead -	*London, Brighton, and South Coast and London and South Western.*	*Guildford and Leatherhead*	*13*	
London and South Western and Andover and Redbridge.	Andover and Redbridge (15 miles), with the London and South Western.	- - - - - -	15	*Hadlow - - - -*	*London, Chatham, and Dover and Sevenoaks*	*Hadlow - - - -*	*5*	*Working arrangements not sanctioned.*
				Hastings Pier, Harbour, and Railway.	South Eastern - - -	Tramway and Harbour -	–½	
London, Brighton, and South Coast (Various Powers).	London, Brighton, and South Coast, and London and South Western (jointly).	Wimbledon and Croydon (sale or lease).	6	Hemel Hempstead, and London and North Western.	London and North Western -	Box Moor to Hemel Hempstead.	2	
		Wimbledon and Dorking (lease or sale).	6	*Holbeach North Junction -*	*Great Northern - - -*	*Holbeach to Alyarkirk -*	*7*	
				Ilfracombe - - - -	*London and South Western -*	*Ilfracombe - - -*	*15*	
				Isle of Purbeck - - -	London and South Western -	Wareham to Swanage -	11	
London, Tilbury, and Southend	Great Eastern and the London and Blackwall (jointly).	London, Tilbury, and Southend (lease).	45	Kettering and Thrapstone -	Midland - - - -	Extension Line from Islip to Huntingdon.	19	
				Llanelly - - - -	Vale of Neath and South Wales	Llanelly - - - -	47	
				London and North Western (Additional Powers).	London and North Western -	Denbigh, Ruthen, and Corwen	19	
Manchester, Buxton, Matlock, and Midland Junction.	*London and North Western and the Midland.*	*Manchester to Rowsley -*	*12*			Brecon and Merthyr Tydfil Junction.	54	
						Hereford, Hay, and Brecon	25	
						Stourbridge - - -	8	
						Tenbury - - - -	5	
						Tenbury and Bewdley -	15	
Midland (New Lines) - -	Midland - - - -	Redditch (Transfer) - -	5	London, Brighton, and South Coast (South London, Tooting, &c. Lines).	London, Brighton, and South Coast, with London Chatham and Dover, and other Companies.	South London, Tooting, &c. Lines.	11	
North British, Wansbeck Railway.	Wansbeck (12 miles), with the North British.	- - - - - -	12	London, Chatham, and Dover (No. 1).	Crystal Palace and South London Junction.	London, Chatham, and Dover, Peckham and Greenwich Lines.	4	
				London, Chatham, and Dover (No. 2).	*London, Chatham, and Dover*	*Banstead and Epsom Downs.*	*4*	
				Ludgate Station and Junction	*London, Chatham, and Dover and six other Companies.*	*Ludgate Station and Junction.*	–¾	
North Eastern and Stockton and Darlington (Amalgation).	Stockton and Darlington, (185 miles), with the North Eastern.	- - - - - -	185	*Metropolitan, Tottenham, and Hampstead.*	*Metropolitan - - -*	*Metropolitan, Tottenham, and Hampstead.*	*3*	

RETURN of Railway Bills introduced from 1860 to 1868, containing provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it containing the above Provisions did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES.)				WORKING ARRANGEMENTS.				
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	REMARKS.
IN SESSION 1863—*continued.*			*Miles.*	IN SESSION 1863—*continued.*			*Miles.*	
Oswestry and Newtown, and other Railway Companies Amalgamation, &c.	*Oswestry and Newtown (42 miles), Llanidloes and Newtown (12 miles), and the Oswestry, Ellesmere, and Whitchurch (19 miles), Amalgamation.*	- - - - -	*54*	*Mid Kent* - - - -	*South Eastern* - - -	*Extension of the Addiscombe Line.*	*1½*	
				Mid Wales (Branch) - -	Mid Wales, Brecon, and Merthyr Junction, and Hereford, Hay, and Brecon (jointly).	Mid Wales - - - Brecon and Merthyr Junction Hereford, Hay, and Brecon	48 54 25	
				Milford - - - -	South Wales, and the Great Western.	Milford - - - -	4	
				Mistley, Thorpe, and Walton -	Great Eastern - - -	Mistley, Thorpe, and Walton	12	
Penarth Harbour, Dock, and Railway.	Taff Vale - - - -	Penarth Harbour, Dock, and Railway.	6	Newport Pagnell - - -	London and North Western -	Newport Pagnell - -	4	
				Newtown and Machynlleth -	*Great Western* - - -	*Newtown and Machynlleth*	*23*	
				Northampton and Banbury Junction.	London and North Western -	Northampton and Banbury	15	
				North and South Staffordshire Junction.	*London and North Western, and the North Staffordshire.*	*North and South Staffordshire Junction.*	*10*	
Rumney and Brecon, and Merthyr Tydfil Junction.	Brecon and Merthyr Tydfil Junction.	Rumney Railway - -	24	*North Staffordshire (Madeley and Drayton Junction).*	*London and North Western* -	*Madeley and Drayton Junction.*	*13*	
				Northumberland Central -	Wansbeck and North Eastern	Northumberland Central -	48	
				Ogmore Valley Railway -	Lynvi Valley - - -	Ogmore Valley Railway -	8	
				Okehampton and Lidford Junction.	*London and South Western* -	*Okehampton, between Okehampton and Lidford.*	*11*	*Working arrangements not sanctioned.*
Scottish Central, and Dundee, Perth, and Aberdeen Junction.	Dundee, Perth, and Aberdeen Junction (35 miles), with the Scottish Central.	- - - - -	35	*Oswestry and Newtown, and other Companies.*	*London and North Western, and the Great Western.*	*Oswestry and Newtown* - *Shrewsbury and Welchpool* *Llanidloes and Newtown* - *Oswestry, Ellesmere, and Whitchurch.* *Newtown and Machynlleth*	*42* *21* *12* *19* *23*	
				Oswestry, Ellesmere, and Whitchurch.	*London and North Western* -	*Extensions* - - -	*20*	
Scottish North Eastern, and Dundee and Arbroath (Amalgamation).	Dundee and Arbroath (17 miles), with the Scottish North Eastern.	- - - - -	17	Peterborough, Wisbeach and Sutton.	Great Northern - - -	Peterborough, Wisbeach, and Sutton.	26	
				Potteries Junction - -	*London, North Western, and other Companies.*	*Potteries Junction* - -	*55*	
				Rickmansworth, Amersham, and Chesham.	*London, and North Western, and other Companies.*	*Extension Lines* - -	*16*	
				Saffron Walden - - -	Great Eastern - - -	Extension Lines - -	6	
Shrewsbury and Welchpool -	*London and North Western, Great Western, and West Midland (jointly).*	*Shrewsbury and Welchpool (Sale or Lease).*	*21*	St. Ives and West Cornwall Junction.	West Cornwall - - -	St. Ives and West Cornwall Junction.	4	
				Seaton and Beer - - -	London and South Western -	Seaton and Beer - -	4	

South Yorkshire (Alteration) -	South Yorkshire - - -	Barnsley Coal (Sale) - -	9
South Yorkshire and River Dun (Transfer, &c.).	*Manchester, Sheffield, and Lincolnshire.*	*South Yorkshire Company's Railways and Canals.*	*58*
Vale of Neath - - -	Swansea and Neath (8 miles), with the Vale of Neath.	- - - - - - -	8
Watford and Rickmansworth -	*London and North Western* -	*Watford and Rickmansworth (Transfer or lease 5 miles, not authorised).*	*5*
		TOTAL - - -	888

Sidmouth and Budleigh, Salterton.	London and South Western -	Sidmouth and Budleigh, Salterton.	6	
Somerset Coal - - -	*Somerset and Dorset - -*	*Somerset Coal Railway -*	*21*	
South Yorkshire (alteration) -	North Eastern, and Great Northern.	Extension - - - -	3	
South Yorkshire (Hull Extension).	*Great Northern, North Eastern, Manchester, Sheffield, and Lincolnshire, and South Yorkshire.*	*Hull Extension - -*	*16*	
Stonehouse and Nailsworth -	Midland - - - -	Stonehouse and Nailsworth	6	
Teign Valley - - -	*South Devon, and the Moreton, Hampstead, and South Devon.*	*Teign Valley - - -*	*8*	*Working arrangements not sanctioned.*
Tendring Hundred - -	Great Eastern - - -	Extension Line to Walton-le-Soken.	14	
Tottenham and Hampstead Junction.	Great Eastern - - -	Tottenham and Hampstead Junction.	5	
Uxbridge and Rickmansworth	*London and North Western, the Great Western, the Watford and Rickmansworth, or the Rickmansworth, Amersham, and Chesham.*	*Uxbridge and Rickmansworth.*	*8*	
Welsh and Midland Counties Junction.	*London and North Western, Shrewsbury and Hereford, and other Companies.*	*Welsh and Midland Counties Junction.*	*45*	
West Drayton, Staines, and Woking Junction.	*London and North Western, London and South Western, and other Companies.*	*West Drayton, Staines, and Woking Junction.*	*11*	
West Shropshire Mineral -	London and North Western, Great Western, Shrewsbury and Welchpool, and Oswestry and Newtown.	West Shropshire Mineral -	10	
Wimbledon and Streatham -	*London and South Western, and London, Brighton, and South Coast.*	*Wimbledon and Streatham*	*3*	
Wolverhampton and Bridgnorth.	*London and North Western, and Severn Valley.*	*Wolverhampton and Bridgnorth.*	*13*	
Wrexham, Mold, and Connah's Quay.	*London and North Western, Great Western, and other Companies.*	*Wrexham, Mold, and Connah's Quay.*	*34*	
		TOTAL - - -	759	

Number of Bills containing Provisions for Amalgamations, &c., introduced in Session of 1863 - 27

Number of Bills containing Provisions for Amalgamations, &c., passed in Session of 1863 - 21

Number of Bills containing Provisions for Working Arrangements introduced in Session of 1863 78

Number of Bills containing Provisions for Working Arrangements which passed in Session of 1863 42

RETURN of Railway Bills introduced from 1860 to 1868, containing provisions for Amalgamations of, or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it containing the above Provisions did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES.)				WORKING ARRANGEMENTS.				
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length Affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	REMARKS.
IN SESSION 1864.			*Miles.*	IN SESSION 1864.			*Miles.*	
Alyth - - - - -	Scottish North Eastern - -	Alyth - - - -	5	Aldborough Pier and Railway	Great Eastern - - -	Aldborough - - -	1	
				Alford and Mablethorpe -	Great Northern - - -	Alford and Mablethorpe -	8	
				Alton, Alresford, and Winchester.	*London and South Western* -	*Mid Hants, Extension from Alton to Alresford, &c.*	*21*	
				Bangor and Llanberis - -	*London and North Western* -	*Bangor and Llanberis* -	*9*	
Bedford and Cambridge - -	London and North Western -	Bedford and Cambridge (transfer).	30	Bembridge Railway, Tramway, and Pier.	Isle of Wight - - -	Bembridge Railway - -	3	
				Blockley and Banbury - -	*London and North Western, and the Great Western.*	*Blockley and Banbury* -	*20*	
				Bodmin, Wadebridge, and Cornwall.	Cornwall - - - -	Bodmin - - - -	3	
Brecon and Merthyr Tydfil Junction (Purchase, &c.)	*Brecon and Merthyr Tydfil Junction.*	*Hereford, Hay, and Brecon*	*25*	Bourton-on-the-Water - -	Great Western - - -	Cheltenham Extension -	15	
		Kington and Eardisley (lease or sale).	*9*	*Brecon and Merthyr Tydfil Junction, No. 3.*	*Great Western, Rhymney, and various other Companies.*	*Proposed Extensions* -	*17*	
				Bristol Central Station and Railway.	*Great Western, Bristol and Exeter, and other Companies.*	*Bristol Central Station and Railway.*	*5*	
Crystal Palace and South London Junction.	London, Chatham, and Dover	Crystal Palace and South London Junction.	4	Bristol Port and Channel Docks.	Bristol Port Channel Docks, Bristol Port Railway, and other Companies.	Bristol Port and Channel Docks Railway.	1	
				Bristol Port Extension - -	Bristol Port Railway, Great Western, and other Companies.	Bristol Port Extension -	4	
Edinburgh and Glasgow, and Alva.	Alva (3½ miles), with the Edinburgh and Glasgow.	- - - - -	3½					
				Bromley - - - -	*South Eastern* - - -	*Bromley* - - - -	*1½*	
				Buckfastleigh, Totnes, and South Devon.	South Devon - - -	Buckfastleigh, Totnes, and South Devon.	8	
Great Northern and Leeds, Bradford and Halifax Junction (Amalgamation).	*Leeds, Bradford, and Halifax Junction (22 miles), with the Great Northern.*	- - - - -	*22*	*Caledonian, Edinburgh, and Glasgow, and Scottish Central.*	*Caledonian* - - - -	*Edinburgh and Glasgow, and the Scottish Central.*	*208*	
				Cannock Chase and Wolverhampton.	*Great Western* - - -	*Cannock Chase and Wolverhampton.*	*10*	*Working arrangements were not sanctioned.*
				Carmarthenshire - - -	Llanelly - - - -	Carmarthenshire - -	15	
				Carnarvon and Llanberis -	London and North Western -	Carnarvon and Llanberis -	9	
Great Northern, No. 2 - -	Bourn and Essendine (7 miles), and the Boston, Sleaford, and Midland Counties (27 miles), with the Great Northern.	- - - - -	34	*Carnarvon and Llanberis, No. 2.*	*London and North Western* -	*Carnarvon and Llanberis* -	*9*	
				Central Wales and Staffordshire Junction.	*Knighton and nine other Companies.*	*Central Wales and South Staffordshire Junction.*	*38*	

Great Western - - -	Great Western - - -	Hammersmith and City (lease or transfer).	3	*Charing Cross (Northern)* -	*Great Eastern and five other Companies.*	*Charing Cross (Northern)*	*3*	
				Charing Cross (Western) -	*London and North Western, and six other Companies.*	*Charing Cross (Western)* -	*6*	
				Cheadle, Didsbury, and Manchester.	*Manchester, South Junction, and Altrincham.*	*Cheadle, Didsbury, and Manchester.*	*5*	
Hamilton and Strathaven, and Caledonian.	Hamilton and Strathaven (10 miles), with the Caledonian	- - - - -	10	*Chichester and Midhurst (No. 1.)*	*London, Brighton, and South Coast, and other Companies.*	*Chichester and Midhurst* -	*12*	
				Chichester and Midhurst (No. 2.)	*London, Brighton, and South Coast, and other Companies.*	*Chichester and Midhurst* -	*12*	
				Chichester and Midhurst (No. 3.)	*London, Brighton, and South Coast, and other Companies.*	*Chichester and Midhurst* -	*12*	
London and South Western (Additional Works).	North Devon (35 miles), Bideford Extension (6 miles), and the Southampton and Netley (5 miles), with the London and South Western	- - - - -	46	*Chipping Norton and Banbury*	*Great Western* - - -	*Chipping Norton and Banbury.*	*15*	
				Crieff and Methven - -	Scottish North Eastern - -	Crieff and Methven - -	11	
				Crystal Palace New Railways.	*South Eastern and other Companies.*	*Crystal Palace and South London Junction.*	*11*	
				Devon and Somerset - -	Bristol and Exeter - -	Devon and Somerset (Extension to Barnstaple.)	43	
				Dover, Deal, and Sandwich -	*London, Chatham, and Dover, and South Eastern.*	*Dover, Deal, and Sandwich.*	*13*	
London, Brighton, and South Coast (Additional Powers).	Horsham, Dorking, and Leatherhead (18 miles), Horsham and Guildford Direct (16 miles), Bognor (3½ miles), Brighton, Uckfield, and Tunbridge Wells (15 miles), Banstead and Epsom Downs (4 miles), East Grinstead, Groombsbridge, and Tunbridge Wells (14 miles), with the London, Brighton, and South Coast.	- - - - -	70½	Drayton Junction - - -	London and North Western, and other Companies.	Drayton Junction - -	31	
				Dumfries and Cumberland (Solway Junction).	*Caledonian and other Companies.*	*Solway Junction* - -	*24*	*Working arrangements not sanctioned.*
				East Gloucestershire - -	Midland - - - -	East Gloucestershire - -	48	
				East Norfolk - - -	Great Eastern - - -	East Norfolk - - -	14	
				Ely, Haddenham, and Sutton -	Great Eastern - - -	Ely, Haddenham, and Sutton.	7	
				Exe Valley - - - -	*London and South Western* -	*Exe Valley* - - -	*22*	
				Farnham, Aldershot, and Woking Junction.	*South Eastern* - - -	*Farnham, Aldershot, and Woking.*	*9*	
Lynn and Sutton Bridge Railway (Transfer).	*Lynn and Sutton Bridge Railway (9½ miles), with the Great Northern.*	- - - - -	*9½*	*Finchley, Willesden, and Acton*	*Midland* - - - -	*Finchley, Willesden, and Acton.*	*4*	
				Flintshire - - - -	*London and North Western* -	*Flintshire* - - - -	*21*	
				Forth Bridge Railway - -	*North British and the Edinburgh and Glasgow.*	*Forth Bridge Railway* -	*5*	
Much Wenlock and Severn Junction, and Wenlock (Amalgamation).	*Wenlock, with the Much Wenlock and Severn Junction.*	- - - - -	*17*	*Garstang and Knot End* -	*London and North Western* -	*Garstang and Knot End* -	*11*	
				Glasgow and North British -	*North British* - - -	*The proposed Glasgow and North British Railways.*	*53*	
				Glasgow (City) Union - -	Glasgow and South Western, Edinburgh and Glasgow, and Monkland.	City of Glasgow Union -	7	
Nantwich and Market Drayton.	*Nantwich and Market Drayton, with the Great Western.*	- - - - -	*11*	*Gloucester and Ledbury* -	*London and North Western, and five other Companies.*	*Gloucester and Ledbury* -	*22*	

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it, containing the above Provisions, did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1864—*continued.*			*Miles.*	IN SESSION 1864—*continued.*			*Miles.*	
Oswestry and Newtown, and other Railway Companies (Amalgamation).	Llanidloes and Newtown (12 miles), Newtown and Machynlleth (23 miles), Oswestry, Ellesmere, and Whitchurch (18 miles), with the Oswestry and Newtown (42 miles).	- - - - - - -	53	*Gloucester and Wiltshire* -	*Great Western and the Midland.*	*Gloucester and Wiltshire* -	*17*	
				Great Northern and Victoria Station.	*Great Northern* - - -	*Great Northern and Victoria Station Railway.*	*9*	
				Great Northern (No. 1) - -	Great Northern, with London Chatham, and Dover, and the Metropolitan.	Mutual arrangements for the working of their Railways.	–	
				Guildford and Leatherhead -	*London and South Western* -	*Guildford and Leatherhead*	*12*	
				Halifax and Ovenden - -	Lancashire and Yorkshire, Great Northern, and Leeds, Bradford, and Halifax Junction.	Halifax and Ovenden -	3	
St. Helens Canal and Railway (Transfer).	London and North Western -	St. Helens Canal and Railway (vesting).	23					
				Halifax, Huddersfield, and Keighley.	*Midland, and other Companies*	*Halifax, Huddersfield, and Keighley.*	*23*	
				Hammersmith and City -	*Great Western, and other Companies.*	*Hammersmith and City* -	*3*	
				Hammersmith and Wimbledon.	*Metropolitan, and other Companies.*	*Hammersmith and Wimbledon.*	*10*	
Scottish North Eastern, and Perth, Almond Valley, and Methven.	Scottish North Eastern - -	Perth, Almond Valley, and Methven (sale).	6	Hampstead, Midland, North Western, and Charing Cross.	London and North Western, and South Eastern.	North Western and Charing Cross.	2	
				Hayling Railways - - -	London and South Western, and London, Brighton, and South Coast.	Hayling Railways - -	–	
				Helston and Penryn Junction	Cornwall - - - -	Helston and Penryn Junction	10	
Sevenoaks, Maidstone, and Tunbridge.	London, Chatham, and Dover	Sevenoaks, Maidstone, and Tunbridge (lease).	31	*Hereford, Hay, and Brecon* -	*Hereford, Hay, and Brecon* -	*Mid Wales* - - -	*47*	
				Holywell - - - -	London and North Western -	Holywell - - - -	1	
				Hoylake - - - -	*London and North Western* -	*Hoylake* - - - -	*11*	
				Ilfracombe - - - -	London and South Western -	Ilfracombe - - -	13	
Shrewsbury and Welchpool -	London and North Western and Great Western.	Shrewsbury and Welchpool (sale or lease).	21	*Kew, Turnham Green, and Hammersmith.*	*Hammersmith and City, and other Companies.*	*Kew, Turnham Green, and Hammersmith.*	*4*	
				Kingsbridge - - - -	South Devon - - -	Kingsbridge - - -	12	
				Kingston, Tooting, and London.	*London, Chatham, and Dover*	*Kingston, Tooting, and London.*	*11*	
				Knutsford and Warrington -	*Cheshire Midland* - -	*Knutsford and Warrington*	*10*	
Southampton and Netley -	Southampton and Netley (5 miles), with the London and South Western.	- - - - - - -	5	Lancashire Union - - -	London and North Western -	Lancashire Union - -	11	
				Launceston, Bodmin, and Wadebridge Junction.	Okehampton - - - -	Launceston, Bodmin, and Wadebridge.	21	

South Eastern (No. 4) - -	Mid-Kent (8 miles), South Eastern.	- - - - - -	8	Liverpool Central Station Railway.	Manchester, Sheffield, and Lincolnshire.	Liverpool Central Station Railway.	1¼	
				Llandillo and Teiffi - -	Llanelly - - - -	Swansea and Aberystwith -	28	
				London and North Western (Additional Powers).	London and North Western - London and North Western, and the Midland.	Vale of Clwyd - - - As to working certain portions of the Lancaster and Carlisle.	10 —	
South Yorkshire Railway and River Dun (Transfer)	Manchester, Sheffield, and Lincolnshire.	South Yorkshire Railway (lease or sale).	58	*London Union Railways* -	*Great Eastern, and other Companies.*	*London Union Railways* -	*13*	
				Macclesfield and Knutsford -	*North Staffordshire* - -	*Macclesfield and Knutsford*	*10*	
				Macclesfield, Bollington, and Marple.	Manchester, Sheffield, and Lincolnshire, and North Staffordshire.	Macclesfield, Bollington, and Marple.	11	
Stokes Bay Railway and Pier	*Isle of Wight* - - -	*Stokes Bay Railway and Pier (sale or lease).*	*2*	*Maidstone and Ashford* -	*South Eastern, and other Companies.*	*Maidstone and Ashford* -	*26*	
				Manchester and Milford -	*Carmarthen and Cardigan, and other Companies.*	*Manchester and Milford Extension.*	*14*	
				Market Harborough, and East Norton.	*London and North Western* -	*Market Harborough, and East Norton.*	*6*	
Wellington and Drayton -	Great Western - - -	Wellington and Drayton (lease).	13	*Market Harborough and Melton Mowbray.*	*London and North Western* -	*Market Harborough, and Melton Mowbray.*	*26*	
				Metropolitan and St. John's Wood.	Metropolitan - - -	Metropolitan and St. John's Wood.	2	
				Metropolitan District - -	Metropolitan - - -	Metropolitan District - -	5	
				Midland (St. Pancras Branch)	Metropolitan and Midland -	Working of line between King's Cross and Finsbury Circus.	–	
				Midland - - - -	Midland - - -	Midland and South Western Junction.	4	
				Neath and Brecon - -	Central Wales Extension -	Neath and Brecon - -	33	
				Newark and Mansfield -	*Great Northern and the Midland.*	*Newark and Mansfield* -	*18*	
				Newquay and Cornwall Junction.	Cornwall - - - -	Newquay and Cornwall -	5	
				North and South Junction -	*Great Western* - - -	*Southam* - - - -	*7*	
				North Durham Railways -	*North Eastern* - - -	*North Durham Railways* -	*31*	
				North Eastern (York and Doncaster Branch).	North Eastern, with the Great Northern.	- - - - - - -	–	Arrangements between the two Companies.
				North Staffordshire (New Works).	*London and North Western, Midland, and other Companies, with the North Staffordshire.*	- - - - - - -	–	*Arrangements for working Railways and Canals of each Company did not pass.*
				North Staffordshire (Silverdale, Madeley, and Drayton).	*London and North Western* -	*North Staffordshire* - -	*12*	

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

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AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1864—*continued.*			*Miles.*	IN SESSION 1864—*continued.*			*Miles.*	
				Oswesty and Newtown, London and North Western, and other Railway Companies.	*Oswestry and Newtown, Shrewsbury and Welchpool, Llanidloes and Newtown, Oswestry, Ellesmere, and Whitchurch, Newtown and Machynlleth, Hereford, Hay, and Brecon, Brecon and Merthyr Tydfil Junction, London and North Western, and the Great Western.*	*Working of the Railways of the respective Companies, provided the London and North Western be one, and the Llanidloes and Newtown be another.*	–	
				Oswestry and Newtown, and other Companies (Arrangements).	London and North Western, Llanidloes and Newtown, Newtown and Machynlleth, Hereford, Hay, and Brecon, Brecon and Merthyr Tydfil, Oswestry and Newtown, Oswestry, Ellesmere, and Whitchurch.	—	–	
				Peterborough, Wisbeach, and Sutton.	*Midland and Great Eastern*	*Peterborough, Wisbeach, and Sutton.*	*26*	*Working arrangements not sanctioned.*
				Petersfield and Bishops Waltham	London and South Western -	Bishops Waltham to Petersfield.	13	
				Portpatrick - - - -	Caledonian, and London and North Western.	Portpatrick - - -	62	
				Pulborough, Storrington, and Steyning.	*London, Brighton, and South Coast.*	*Pulborough to Steyning -*	*11*	
				Redruth and Falmouth Junction.	Cornwall - - - -	Redruth and Falmouth-Junction.	5	
				Reigate and London (West End Junction).	*Banstead and Epsom Downs, and other Companies.*	*Banstead Downs to Reigate*	*8*	
				Rhymney Railway (Cardiff and Caerphilly).	London and North Western -	Rhymney Railway - -	21	
				Rhymney (Extensions) -	London and North Western -	Rhymney - - - -	–	
				Ribblesdale - - - -	Lancashire and Yorkshire, and Midland.	Ribblesdale - - -	14	
				Scarborough, Whitby, and Staithes.	*North Eastern - - -*	*Scarborough to Staithes -*	*29*	
				Sheffield, Chesterfield, and Staffordshire.	*London and North Western, and other Companies.*	*Sheffield, Chesterfield, and Staffordshire.*	*55*	

Shrewsbury, Potteries and North Wales.	*London and North Western and other Companies.*	*Shrewsbury, Potteries and North Wales.*	*36*	
Staines, Egham, and Woking Junction.	*London and South Western* -	*Staines, Egham, and Woking Junction.*	*5*	
Stamford and Essendine -	London and North Western -	Stamford to Sibson - -	8	
Sunningdale and Cambridge Town.	London and South Western -	Sunningdale and Cambridge Town.	6	
Surrey and Sussex Junction -	*London, Brighton, and South Coast.*	*Surrey and Sussex Junction*	*29*	
Swansea Vale and Neath and Brecon Junction.	Swansea Vale and the Neath and Brecon.	Swansea Vale and Neath and Brecon Junction.	8	
Teign Valley - - -	*London and South Western* -	*Teign Valley* - - -	*19*	
Tooting, Merton, and Wimbledon.	London and South Western and London, Brighton, and South Coast.	Tooting, Merton, and Wimbledon.	5	
Torbay and Brixham - -	Dartmouth and Torbay and the South Devon.	Torbay and Brixham - -	2	
Tottenham and Farringdon-street.	*Great Eastern and other Companies.*	*Tottenham and Farringdon-street.*	*5*	
Vale of Crickhowell - -	London and North Western and the Merthyr, Tredegar, and Abergavenny.	Vale of Crickhowell - -	5	
Wallingford and Watlington -	Great Western - - -	Wallingford and Watlington	9	
Walthamstow, Clapton, and City.	*North London* - - -	*Walthamstow, Clapton, and City.*	*6*	
Watford and Edgware - -	Great Northern - - -	Watford and Edgware -	7	
Weald of Kent - - -	South Eastern - - -	Hartley to Tenterden - -	11	
Wensum Valley - - -	Great Eastern - - -	Wensum Valley - - -	20	
West Drayton and Staines -	*London and South Western, and other Companies.*	*West Drayton and Staines*	*5*	
West Grinstead, Cuckfield, and Hayward's Heath.	London, Brighton, and South Coast.	West Grinstead to Cuckfield.	10	
West Norfolk Junction - -	Great Eastern and Lynn and Hunstanton.	Heacham to Holkham -	18	
West Sussex Junction - -	London, Brighton, and South Coast and the Mid-Sussex.	Steynham to Hardham -	11	
Wilts and Gloucestershire -	Great Western and the Midland	Wilts and Gloucestershire -	18	
Wolverhampton and Bridgnorth.	*Great Western and other Companies.*	*Wolverhampton and Bridgnorth.*	*15*	
Wood Green and Enfield -	*Great Northern and the Great Eastern.*	*Wood Green and Enfield* -	*7*	
Wrexham, Mold, and Connah's Quay.	*London and North Western and Great Western.*	*Wrexham, Mold, and Connah's Quay Railways.*	*18*	*Working arrangements not sanctioned.*
		TOTAL - - -	665	

TOTAL - - -	424		

Number of Bills containing Provisions for Amalgamation, &c. introduced in Session 1864 - - 23

Number of Bills containing Provisions for Amalgamation, &c. passed in Session 1864 - - - 17

Number of Bills containing Provisions for Working Arrangements introduced in Session 1864 - 125

Number of Bills containing Provisions for Working Arrangements passed in Session 1864 - - 59

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it, containing the above Provisions, did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	REMARKS.
IN SESSION 1865.			*Miles.*	IN SESSION 1865.			*Miles.*	
Brecon and Merthyr Tydfil Junction (Amalgamation).	Brecon and Merthyr Tydfil Junction.	Hereford, Hay, and Brecon (lease or transfer).	25	Abervagenny and Monmouth -	Great Western and other Companies.	Extension Line - - -	13	
				Aboyne and Braemar - -	Deeside - - - -	Aboyne and Braemar -	12	
				Acton and Brentford - -	Great Western - - -	Acton and Brentford - -	3	
Bristol and Exeter - -	Bristol and Exeter - -	Cheddar Valley (transfer) -	18	*Acton and Twickenham* -	*Great Western* - - -	*Acton and Twickenham* -	*8*	
				Afon Valley - - - -	Great Western - - -	Afon Valley - - -	8	
				Alcester, Stratford-upon-Avon, and Warwick Junction.	*Great Western and other Companies.*	*Alcester, Stratford, and Warwick.*	*8*	
				Althorpe-upon-Trent and Lincoln.	*Manchester, Sheffield, and Lincolnshire, and South Yorkshire.*	*Althorpe-upon-Trent and Lincoln.*	*29*	
Caledonian and Scottish Central	Scottish Central (94 miles) with the Caledonian.	- - - - - - -	94	*Ammon Valley* - - -	*Taff Vale* - - - -	*Ammon Valley* - - -	*2*	
				Ashby-de-la-Zouch and Nuneaton.	*London and North Western and Midland.*	*Ashby-de-la-Zouch and Nuneaton.*	*21*	
				Aylesbury and Buckingham -	*Wycombe* - - - -	*Aylesbury and Buckingham*	*13*	*Working arrangements were not sanctioned.*
Cambrian (Aberystwith and Welsh Coast Amalgamation).	Aberystwith and Welsh Coast (80 miles) with the Cambrian.	- - - - - - -	80	*Ayr and Douglas* - -	*Glasgow and South Western and Caledonian.*	*Ayr and Douglas* - -	*40*	
				Balham and Brixton - -	*London and South Western and other Companies.*	*Balham and Brixton* -	*3*	
				Bangor and Llanberis - -	*London and North Western and other Companies.*	*Bangor and Llanberis* -	*7*	
				Barnet, Hendon, Hampstead, and London.	*London and North Western and other Companies.*	*Barnet to Camden Town* -	*10*	
Cambrian (Additional Powers)	*London and North Western, and Great Western.*	*Cambrian Railways* - -	*95*	*Barnsley, Ackworth, and Pontefract.*	*Manchester, Sheffield, and Lincolnshire, and other Companies.*	*Barnsley, Ackworth, and Pontefract.*	*30*	
				Beddgelert - - - -	Aberystwith and Welsh Coast	Beddgelert - - -	9	
				Bedford, Northampton, and Weedon.	Midland - - - -	Bedford and Northampton -	22	
				Birkenhead and Liverpool -	*Great Western and other Companies.*	*Birkenhead and Liverpool* -	*4*	
Cheshire Lines - - -	Transfer to the Manchester, Sheffield, and Lincolnshire, Great Northern, and Midland.	Stockport and Woodley Junction.	3	*Blackwall, Greenwich, and Woolwich.*	*London and North Western and other Companies.*	*Blackwall to Charlton* -	*3½*	
		Stockport, Timperley, and Altrincham Junction.	9	Bodmin and Wadebridge -	Okehampton and Launceston, Bodmin, and Wadebridge Junction.	Bodmin and Wadebridge -	14	
		Cheshire Midland - -	13					
		West Cheshire - - -	20					
		Liverpool and Garston -	4					

Crieff Junction and Scottish Central.	Crieff Junction (9 miles) with the Scottish Central.	- - - - - -	9	*Brading, Newport, and Yarmouth.*	*Cowes and Newport, and Isle of Wight.*	*Brading, Newport, and Yarmouth.*	*22*	
				Brean Down Harbour Railway	Bristol and Exeter - -	Brean Down Harbour Railway.	3	
				Brecon and Llandovery - -	Llanelly and Vale of Towy -	Brecon and Llandovery -	12	
				Bristol and Exeter, and Devon and Somerset.	Bristol and Exeter - -	Devon and Somerset - -	42	
Dumfries, Lochmaben, and Lockerby Junction, and Caledonian.	Dumfries, Lochmaben, and Lockerby Junction (14 miles) with the Caledonian.	- - - - - -	14	Bristol and Exeter - -	Bristol and Exeter - -	Somerset and Dorset - -	66	
				Bristol and North Somerset (Bristol and Bath Lines).	*Great Western and Midland*	*Bristol and Bath Lines -*	*8*	
				Buckfastleigh, Totness, and South Devon Railway.	South Devon - - -	Extension, Buckfastleigh to Ashburton.	2	
				Bude Canal and Launceston Junction.	Launceston and South Devon, Launceston, Bodmin, and Wadebridge Junction, and the Okehampton.	Lawhitton to Launceston -	2½	
Dunblane, Doune, and Callander, and Scottish Central.	Dunblane, Doune, and Callander (10 miles) with the Scottish Central.	- - - - - -	10	*Burnham Tidal Harbour and Railway.*	*Somerset and Dorset - -*	*Burnham Harbour Railway*	0½	
				Burton-upon-Trent and Nottingham.	*London and North Western, Great Northern, Midland, and North Staffordshire.*	*Burton-upon-Trent and Nottingham.*	*29*	
				Bury St. Edmunds and Thetford	Great Eastern - - -	Bury St. Edmunds to Thetford.	13	
Edgware, Highgate, and London	Great Northern - - -	Edgware, Highgate, and London.	9	Busby - - - -	Caledonian - - - -	Busby - - - -	4	
				Caledonian and Scottish Central	Caledonian - - - -	Monkland - - - -	72	
				Callander and Oban - -	Scottish Central - - -	Callander and Oban - -	71	
				Carnarvon and Llanberis	Nantlle, and the London and North Western.	Carnarvon and Llanberis -	16	
Edinburgh and Glasgow, and Monkland.	Monkland (72 miles) with the Edinburgh and Glasgow.	- - - - - -	72	*Central Wales and Staffordshire Junction.*	*London and North Western, Great Western, and other Companies.*	*Central Wales and Staffordshire Junction.*	*53*	
				Chester and West Cheshire Junction.	Manchester, Sheffield, and Lincolnshire, Great Northern, and West Cheshire.	Mouldsworth to Chester -	9	
				Chichester and Midhurst -	*London, Brighton, and South Coast, and London and South Western.*	*Midhurst to Haslemere -*	*10*	*Proposed arrangements not sanctioned.*
General Terminus and Glasgow Harbour, and Caledonian.	General Terminus and Glasgow Harbour (1 mile) with the Caledonian.	- - - - - -	1	*Chipping Norton, Banbury, and East and West Junction.*	*Great Western and the East and West Junction.*	*Canons Ashby to Warkworth*	*8*	
				Clitheroe and West Riding Junction.	*Midland and Lancashire and Yorkshire.*	*Chatburn to Elslack - -*	*11*	
				Colne Valley and Halstead -	*Great Eastern, Great Northern and London and North Western.*	*Colne Valley and Halstead*	*19*	*Proposed arrangements not sanctioned.*
Glasgow and South Western, Maybole and Girvan, &c.	Maybole and Girvan (13 miles), Castle Douglas and Dumfries (20 miles), Bridge of Weir (4 miles), and Kirkcudbright (10 miles), with the Glasgow and South Western.	- - - - - -	47	*Coventry Central Station and Southam Junction.*	*Southam, Midland, and Great Western.*	*Coventry and Great Western*	*10*	*Proposed arrangements not sanctioned.*
				Crieff and Comrie - - -	Scottish Central - - -	Crieff and Comrie - -	6	
				Crofthead and Kilmarnock Extension.	Caledonian - - -	Crofthead to Kilmarnock and Beeth.	20	

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

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AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1865—*continued.*			*Miles.*	IN SESSION 1865—*continued.*			*Miles.*	
Great Eastern, and London and Blackwall.	Great Eastern - - -	London and Blackwall (lease).	5	*Crystal Palace New Railways*	*London, Chatham, and Dover, and other Companies.*	*New Railways* - - -	*6*	
				Deal and Dover - - -	London, Chatham, and Dover	Deal and Dover - -	9	
				Dee and Mersey Junction -	*Wrexham, Mold, and Connah's Quay and Hoylake.*	*Dee and Mersey Junction* -	*15*	
Great Eastern (Bishop Stortford, &c.)	Great Eastern - - -	Bishop Stortford, Dunmow, and Braintree (transfer).	18	Dingwall and Skye - -	Inverness and Aberdeen Junction.	Dingwall and Skye - -	63	
		Ramsey (sale of lease) -	*6*	*Douglas and Dolphinton* -	*North British* - - -	*Douglas and Dolphinton* -	*20*	
				Dover, Deal, and Sandwich -	*London, Chatham, and Dover*	*Dover, Deal, and Sandwich*	*12*	
Great Northern, and Leeds, Bradford, and Halifax Junction Amalgamation.	Leeds, Bradford, and Halifax Junction (22 miles), with the Great Northern.	- - - - -	22	*Downham, Stoke Ferry, and Brandon.*	*Great Eastern* - - -	*Downham, Stoke Ferry, and Brandon.*	*17*	
				Drayton Junction - -	*London and North Western, and Cambrian.*	*Drayton Junction* - -	*29*	*Working arrangements were not sanctioned.*
				East and West Yorkshire Union.	*North Eastern* - - -	*East and West Yorkshire Union.*	*51*	
Great Northern and West Yorkshire Amalgamation.	West Yorkshire (23 miles), with the Great Northern.	- - - - -	23	*East Gloucestershire and Wiltshire.*	*Midland, East Gloucester, and Wilts and Gloucestershire.*	*East Gloucestershire and Wiltshire.*	*17*	
				East Somerset Extension Railways.	*Great Western* - - -	*Extensions* - - -	*13*	
				Ebbw Valley and Cardiff Junction.	*Monmouthshire and other Companies.*	*Ebbw Valley and Cardiff Junction.*	*5*	
Great Western (Additional Powers).	Great Western - - -	Great Western and Brentford (lease).	4	Edgware, Highgate, and London.	Great Northern - - -	Edgware, Highgate, and London.	9	
		Wycombe (lease) - -	44					
	Great Western, jointly with the London and North Western.	Shrewsbury and Welshpool	21	*Ely, Haddenham, and Sutton*	*Great Eastern and other Companies.*	*Ely, Haddenham, and Sutton.*	*10*	
				Esk Valley - - - -	*North British* - - -	*Esk Valley Extension* -	*8*	
				Evesham and Redditch -	*East and West Junction and Midland.*	*Evesham and Midland* -	*8*	
Hammersmith and City - -	Great Western or Metropolitan.	Hammersmith and City (transfer).	3	*Exe Valley* - - - -	*London and South Western, and other Companies.*	*Newton St. Eyres to Tiverton.*	*11*	

Inverness and Perth Junction, and Inverness and Aberdeen Junction.	Inverness and Perth Junction (113 miles), with the Inverness and Aberdeen Junction as the Highland.	- - - - -	113
Isle of Wight (No. 1) - -	*Cowes and Newport (4 miles), with the Isle of Wight.*	- - - - -	*4*
London and South Western (Additional Powers).	Exeter and Exmouth (5 miles), with the London and South Western.	- - - - -	5
	London and South Western -	Salisbury and Yeovil (sale or lease).	40
		Thames Valley (sale or lease).	7
Manchester, Sheffield, and Lincolnshire (Purchase, &c.)	Manchester, Sheffield, and Lincolnshire.	Marple, New Mills, and Hayfield (transfer).	4
Maryport and Carlisle, &c., Amalgamation.	*Whitehaven Junction (13 miles), Cockermouth and Workington (9 miles), Whitehaven and Furness Junction (35 miles), Whitehaven, Cleator, and Egremont (18 miles), and Solway Junction (25 miles), with the Maryport and Carlisle (28 miles).*	- - - - -	*128*
North British and Edinburgh and Glasgow.	Edinburgh and Glasgow (143 miles), and Monkland (72 miles), with the North British.	- - - - -	215
North British (Additional Powers).	*Devon Valley (17 miles), Esk Valley (3 miles), and St. Andrews (5 miles), with the North British.*	- - - - -	*15*

Fareham and Netley - -	London and South Western -	Fareham and Netley - -	8
Fishguard Bay Railway and Harbour.	Great Western - - -	Fishguard Bay Railway -	15
Forcett - - - - -	North Eastern - - -	Forcett - - - -	5
Fulham - - - -	Hammersmith and City, and Great Western.	Fulham - - - -	3
Girvan and Portpatrick - -	Glasgow and South Western -	Girvan and Portpatrick -	31
Glasgow and North Western	*Glasgow and South Western*	*Glasgow and North Western*	*33*
Glasgow City, Suburban Harbour, and Railway.	*Caledonian and other Companies.*	*Glasgow City Suburban* -	*2½*
Glasgow (City) Union - -	Glasgow and South Western and Edinburgh and Glasgow.	City of Glasgow Union -	6
Gravesend Railway and Landing Stage.	*South Eastern* - - -	*Gravesend Railway* - -	*1½*
Greenock - - - -	Glasgow and South Western -	Greenock and Ayrshire -	15
Hadlow - - - -	*South Eastern* - - -	*Hadlow* - - - -	*7*
Halesowen and Bromsgrove -	Midland and the Great Western	Halesowen and Bromsgrove	7
Havant, Hambledon, and Droxford.	*London and South Western and other Companies.*	*Havant, Hambledon, and Droxford.*	*12*
Hexham and Allendale - -	North Eastern - - -	Hexham and Allendale -	19
Heysham Railway and Pier -	*Midland* - - -	*Heysham Railway and Pier*	*3*
Hornsey and Kingsland Junction.	*Edgware, Highgate, and London, and other Companies.*	*Hornsey and Kingsland Junction.*	*2*
Ipswich and Felixstow (No 1)	Great Eastern - - -	Ipswich and Felixstow -	12
Isle of Wight Ferry - -	*Isle of Wight* - - -	*Railways at Ryde* - -	*1*
King's Cross, Islington, and Limehouse.	*Great Northern and other Companies.*	*King's Cross, Islington, and Limehouse.*	*5*
Launceston, Bodmin, and Wadebridge Junction.	Okehampton - - -	Central Cornwall - -	23
Leeds, North Yorkshire, and Durham.	*London and North Western, Midland, and other Railway Companies.*	*Leeds, North Yorkshire, and Durham.*	*115*
London, Blackwall, and Millwall Extension.	Great Eastern - - -	Millwall Extension - -	4
London, Bucks, and East Gloucestershire.	*London and North Western, and Midland.*	*London, Bucks, and East Gloucestershire.*	*57*
Lyme Regis Junction - -	*London and South Western* -	*Lyme Regis Junction* -	*9*

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

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AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	REMARKS.
IN SESSION 1865—*continued.*			*Miles.*	IN SESSION 1865—*continued.*			*Miles.*	
North Eastern, West Hartlepool, and Cleveland Amalgamation.	West Hartlepool (52 miles), and Cleveland (12 miles), with the North Eastern.	- - - - -	64	Lynn and Sutton Bridge - -	Midland and the Peterborough, Wisbeach, and Sutton.	Lynn and Sutton Bridge -	10	
				Manchester and Milford - -	Cambrian and other Companies.	Manchester and Milford -	42	
				Mansfield and Retford - -	*Great Northern and the Midland.*	*Mansfield and Retford* -	*18*	
				Mellis and Eye - - -	Great Eastern - - -	Mellis and Eye - - -	3	
Agmore Valley and Ely Valley Extension.	Ely Valley Extension (3 miles), with the Ogmore Valley (8 miles).	- - - - -	3	Metropolitan District - -	Metropolitan - - -	Metropolitan District -	7	
				Metropolitan - - - -	Metropolitan and the Great Western (jointly).	Hammersmith and City -	3	
				Monmouth, Forest of Dean, and Standish Junction.	*Great Western and other Companies.*	*Monmouth, Forest of Dean, and Standish Junction.*	*12*	
				Mowddwy - - - - -	Cambrian - - - -	Mowddwy - - - -	7	
				Mumbles Railway and Pier -	*Great Western and other Companies.*	*Mumbles Railway and Pier*	*7*	
South Devon - - - -	South Devon and Tavistock (13 miles), and *Teign Valley (7 miles)*, with the South Devon.	- - - - -	13	Newport and Usk - - -	Great Western and the Monmouthshire.	Newport and Usk - -	11	
				Northampton and Banbury (Deviations). Northampton and Banbury (Extensions).	Great Western and London and North Western.	Northampton and Banbury, and Extension Lines.	47	
				North and South Wiltshire Junction.	Midland, and the Stonehouse and Nailsworth.	North and South Wiltshire Junction.	17	
Tooting, Merton, and Wimbledon.	Jointly to the London and South Western, and the London, Brighton, and South Coast.	Tooting, Merton, and Wimbledon (Transfer).	6	*North Kent* - - - -	*South Eastern* - - -	*Gravesend to the Shore of the Mersey.*	*15*	*Working arrangements were not sanctioned.*
				North London, Highgate, and Alexandra Park.	London and North Western, Great Northern, and North London.	North London, Highgate, and Alexandra Park.	4	
				North of England Union -	*Lancashire and Yorkshire, and other Companies.*	*North of England Union* -	*52*	
				North Surrey - - -	*London, Brighton, and South Coast.*	*North Surrey* - - -	*2*	
Vale of Neath (Transfer, &c.)	*Great Western* - - -	*Vale of Neath (Transfer)* -	*29*	Okehampton - - - -	London and South Western -	Extensions to Bude and Torrington.	40	

West Cornwall - - -	Jointly to the Great Western, Bristol and Exeter, and South Devon.	West Cornwall (Lease, Transfer, &c.)	42	Pontypool, Caerleon, and Newport.	Great Western - - -	Pontypool, Caerleon, and Newport.	12	
				Poole and Bournemouth -	*London and South Western* -	*Poole and Bournemouth* -	*6*	*Working arrangements were not sanctioned.*
				Radstock and Bath - -	*Great Western* - - -	*Radstock and Bath* - -	*9*	
				Ross and Monmouth - -	Great Western - - -	Ross and Monmouth - -	10	
Whitehaven Junction, and Cockermouth and Workington.	*Whitehaven Junction* - -	*Cockermouth and Workington.*	*9*	Saltash and Callington - -	Cornwall - - - -	Saltash and Callington -	10	
				Scarborough and Whitby -	North Eastern - - -	Scarborough and Whitby -	21	
				Severn Junction - - -	Midland, and the Stonehouse and Nailsworth.	Severn Junction - -	15	
				Shrewsbury and Potteries -	Shrewsbury and North Wales	Shrewsbury and Potteries -	23	
				Sidmouth and Budleigh Salterton.	*London and South Western* -	*Sidmouth and Budleigh Salterton.*	*6*	*The proposed working arrangements did not pass.*
				Sirhowy - - - - -	London and North Western and the Great Western.	Sirhowy - - - -	14	
				Skipton, Wharfdale, and Leyburn Junction.	Midland - - - -	Skipton and Wharfdale (Broughton to Linton).	8	
				Southampton and Isle of Wight	*London and South Western* -	*Southampton and Isle of Wight.*	*9*	
				Southam - - - -	*Great Western and London and North Western.*	*Southam* - - - -	*8*	
				South Essex - - - -	Great Eastern - - -	South Essex - - -	32	
				South Hams (Devon) - -	*South Devon* - - -	*South Hams* - - -	*32*	
				South Lancashire Railways and Dock.	*London and North Western, and Lancashire and Yorkshire.*	*South Lancashire Railways*	*30*	
				South Northumberland - -	Blyth and Tyne - - -	South Northumberland -	11	
				South Wales and Great Western	Great Western - - -	South Wales and Great Western.	41	
				Spalding and Bourn - -	*Great Northern and the Midland.*	*Spalding and Bourn Extensions.*	*19*	
				Spilsby and Firsby - - -	Great Northern - - -	Spilsby and Firsby - -	4	
				Surrey and Sussex Junction -	London, Brighton, and South Coast.	Croydon to Groombridge -	24	
				Sussex Central - - -	*South Eastern, and the London, Brighton, and South Coast.*	*Sussex Central* - - -	*16*	
				Sutherland - - - -	Inverness and Aberdeen Junction.	Sutherland - - -	32	
				Talyllyn - - - - -	Aberystwith and Welsh Coast	Talyllyn - - - -	7	
				Tay Bridge and Dundee Union	*North British, the Scottish Central, and the Scottish North Eastern.*	*Tay Bridge and Dundee Union.*	*8*	

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

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AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1865—*continued.*			*Miles.*	IN SESSION 1865—*continued.*			*Miles.*	
				Tees Valley - - - -	North Eastern - - -	Tees Valley - - -	7	
				Teign Valley - - - -	South Devon - - -	Teign Valley - - -	7	
				Tiverton and North Devon -	Bristol and Exeter and the South Devon.	Tiverton and North Devon -	8	
				Tottenham and Hampstead Junction.	Midland and the Great Eastern	Tottenham and Hampstead Junction.	6	
				Vale of Crickhowell (Eastern Extension). (Western Extension.)	*Great Western and other Railway Companies.*	*Eastern Extension - -* *Western Extension - -*	*9* *11*	
				Watchett and Minehead - -	West Somerset Mineral, and the Bristol and Exeter.	Minehead - - - -	9	
				Whitehaven and Furness Junction.	Whitehaven and Furness Junction.	Whitehaven, Cleator, and Egremont.	18	
				Wiltshire - - - -	London and South Western, and the Midland.	Wiltshire - - - -	16	
				Wolverhampton and Bridgnorth.	*Great Western and the Severn Valley.*	*Wolverhampton and Bridgnorth.*	*12*	
				Wolverhampton and North Staffordshire.	*North Staffordshire - -*	*Wolverhampton and North Staffordshire.*	*6*	
				Wolverhampton and Walsall -	*Great Western - - -*	*Wolverhampton and Walsall*	*6*	*Working arrangements not sanctioned.*
				Wood Green, Winchmore Hill, and Enfield.	*Great Northern and the Great Eastern.*	*Wood Green, Winchmore Hill, and Enfield.*	*9*	
				Wrexham and Minera - -	Great Western and the London and North Western.	Wrexham and Minera -	4	
				Wrexham, Mold, and Connah's Quay.	*Drayton Junction - -*	*Dee Valley Branch - -*	*8*	*Working arrangements not sanctioned.*
				Wycombe Railway (Extensions).	*Great Western - - -*	*Extensions to Uxbridge and Great Marlow.*	*14*	
		TOTAL - - -	1,082			TOTAL - - -	1,179	

Number of Bills containing provisions for Amalgamations, &c., introduced in Session 1865 - - 33

Number of Bills containing provisions for Amalgamations, &c., passed in Session 1865 - - - 27

Number of Bills containing Provisions for Working Arrangements introduced in Session 1865 - 143

Number of Bills containing Provisions for Working Arrangements passed in Session 1865 - - 71

In Session 1866.			
Anglesey Central - - -	London and North Western -	Anglesey Central (lease or transfer).	18
Bristol and Exeter (Additional Powers).	Bristol and Exeter - -	Brean Down Railway (transfer).	3
Caledonian and Scottish North Eastern.	Scottish North Eastern (145 miles), with the Caledonian.	- - - - - -	145
Cambrian and other Railway Companies (Amalgamation).	*Carnarvonshire (18 miles), Nantlle (7 miles), Beddelgert (11 miles), and the Corris, Machynlleth and River Dovey (21 miles), with the Cambrian.*	- - - - - -	*57*
	Jointly to the London and North Western and Great Western.	*Cambrian (lease)* - -	*175*
Cheshire Lines - - -	Jointly in the Midland, Great Northern, and Manchester, Sheffield, and Lincolnshire.	Chester and West Cheshire (vesting).	9
Devon Valley and North British (Arrangements).	North British - - -	Devon Valley (sale, lease, or transfer).	29
Esk Valley - - - -	North British - - -	Esk Valley (lease) - -	3
Forth and Clyde Junction and Caledonian.	*Forth and Clyde Junction (30 miles), with the Caledonian.*	- - - - - -	–
Forth and Clyde Junction and North British.	*North British* - - -	*Forth and Clyde Junction (lease, sale, or transfer).*	*30*
Furness and Whitehaven and Furness Junction.	Whitehaven and Furness (35 miles), with the Furness.	- - - - - -	35
Great North of Scotland - -	Aberdeen and Turriff (18 miles), Alford Valley (16 miles), Banff, Macduff, and Turriff Extension (11 miles), Formatine and Buchan (54 miles), Inverury and Old Meldrum (4 miles), Keith and Dufftown (11 miles), Strathspey (33 miles), and Morayshire (22 miles), with the Great North of Scotland.	- - - - - -	169
Great Western - - -	Great Western - - -	Transfer of the Wellington and Drayton.	15
		Nantwich and Market Drayton	11
		Henley-in-Arden - -	3
		Berks and Hants Extension	24
		Stratford-upon-Avon - -	9
	Great Western and the London and North Western jointly.	Transfer of the Tenbury -	5

In Session 1866.			
Aberdare and Central Wales Junction.	Central Wales, the Central Wales, Extension, and the Neath and Brecon.	Aberdare and Central Wales Junction.	13
Aberdare Valley and Caerphilly Junction.	*Great Western and seven other Companies.*	*Aberdare Valley and Caerphilly Junction.*	*11*
Ardrishaig and Loch Awe -	*Caledonian* - - - -	*Ardrishaig and Loch Awe* -	*38*
Barnet, Hendon, and Midland Junction.	*Midland and other Companies*	*Barnet, Hendon, and Midland Junction.*	*8*
Barnet, Hendon, Hampstead, and London Junction.	*London and North Western and other Companies.*	*Barnet, Hendon, Hampstead, and London Junction.*	*13*
Barry Harbour (Penarth and Cardiff Extension).	Great Western - - -	Penarth and Cardiff Extension.	3
Bo'ness, Grangemouth, and South Alloa Junction.	North British - - -	Bo'ness and Grangemouth	9
Bradford, Eccleshill, and Idle	Great Northern - - -	Bradford, Eccleshill, and Idle	3½
Brampton and Longtown -	Glasgow and South Western and the North British.	Brampton and Longtown -	12
Bricklayers' Arms and Elephant and Castle Junction.	*London, Brighton, and South Coast.*	*Bricklayers' Arms and Elephant and Castle Junction.*	*2*
Bridport, Lyme, and South Coast.	*Great Western and London and South Western.*	*Bridport, Lyme, and South Coast.*	*13*
Bridgwater - - - -	*Somerset and Dorset* - -	*Bridgwater* - - -	*9*
Bristol and North Somerset (Southern Lines).	*Somerset and Dorset* - -	*Southern Lines* - - -	*24*
Brixton, Clapham, and Balham Extension.	*London, Brighton, and South Coast.*	*Brixton, Clapham, and Balham Extension.*	*4*
Bromyard and Hereford -	*Great Western and other Companies.*	*Bromyard and Hereford* -	*16*
Brynmawr and Blaenavon -	London and North Western -	Brynmawr and Blaenavon -	5
Buckley - - - -	Wrexham, Mold, and Connah's Quay.	Buckley Railway - -	5
Cannock Chase and Wolverhampton (Extensions).	*London and North Western* -	*Cannock Chase and Wolverhampton (Extensions).*	*5*
Cannock Chase Extension -	*London and North Western* -	*Cannock Chase Extension* -	*4*
Castle Cary and Langport -	*Great Western* - - -	*Castle Cary and Langport*	*15*
Central Cornwall - -	*London and South Western and Bristol and Exeter.*	*Central Cornwall* - -	*41*
City, Kingston, and Richmond.	*South Eastern* - - -	*City, Kingston, and Richmond.*	*13*

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

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IN SESSION 1866—*continued.*			*Miles.*	IN SESSION 1866 *continued.*				
Hull and Hornsea and North Eastern.	Hull and Hornsea (13 miles), with the North Eastern.	- - - - - -	13	*Clapham and London Bridge*	*Waterloo and Whitehall* -	*Clapham and London Bridge*	*4*	
				Clevedon and Portishead -	*Bristol and Exeter* - -	*Clevedon and Portishead* -	*6*	
Kidwelly and Burry Port Railway and Burry Port (Amalgamation).	Burry Port, with the Kidwelly and Burry Port.	- - - - - -	–	Colnbrook - - - -	Great Western and the London and South Western.	Colnbrook - - -	6	
				Coventry and Midland - -	*Midland and London and North Western.*	*Coventry and Midland* -	*9*	
Knighton, Central Wales, and Central Wales Extension.	*London and North Western* -	*To lease the Knighton* -	*12*	*Craven Junction* - - -	*Ribblesdale and the Midland*	*Craven Junction* - -	*7*	
		Central Wales - -	*20*					
		Central Wales Extension	*27*	*Croydon, Mitcham, and Kingston.*	*London, Chatham, and Dover, &c.*	*Croydon, Mitcham, and Kingston.*	*6*	
Liverpool Central Station Railway.	Jointly in the Great Northern, Manchester, Sheffield, and Lincolnshire, and Midland.	Liverpool Central Station Railway.	2	*Dagenham Dock Railways* -	*Great Eastern* - - -	*Dagenham Dock Railways*	*6*	
				Devon Valley and North British (Branches).	North British - - -	Devon Valley - - -	–	
Llynvi Valley and Ogmore Valley.	Ogmore Valley (20 miles), with the Llynvi Valley.	- - - - - -	20	Drayton Junction (Extension)	Cannock Chase and Wolverhampton.	Drayton Junction (Extension to Cannock Chase).	16	
London and North Western and Cockermouth and Workington.	London and North Western -	Cockermouth and Workington (transfer).	9	*East Gloucestershire* - -	*Midland and other Companies*	*East Gloucestershire* -	*49*	*Working arrangement was not sanctioned.*
				East London (Eastern Extension).	Great Eastern and the East London.	East London Extension -	3½	
London and North Western and Whitehaven Junction.	London and North Western -	Whitehaven Junction (transfer).	20	*Elham Valley* - - -	*London, Chatham, and Dover and South Eastern.*	*Elham Valley (Canterbury to Hythe).*	*19*	*Working arrangements were not sanctioned.*
London and North Western (Additional Powers).	London and North Western -	Stockport, Disley, and Whaley Bridge (transfer).	19	Ellesmere and Glyn Valley -	Great Western and the Cambrian.	Ellesmere and Glyn Valley	15	
		Aylesbury and Buckingham (transfer).	*13*	*Ely Valley and Vale of Neath Junction.*	*Ely Valley and the Great Western.*	*Ely Valley and Vale of Neath Junction.*	*10*	
London and South Western (Additional Powers).	London and South Western -	Devon and Cornwall (Colebrook to Okehampton), (transfer or lease).	10	*Exe Valley* - - - -	*London and South Western and other Companies.*	*Exe Valley* - - -	*12*	
				Halesowen and Bromsgrove Branch Railways.	Midland - - - -	Halesowen and Bromsgrove Branch Railways.	3	
London, Brighton, and South Coast (Various Powers).	London, Brighton, and South Coast.	Transfer of the Bognor -	3½	*Hampstead, Highgate, and Charing Cross.*	*North Western and Charing Cross, and other Companies.*	*Hampstead, Highgate, and Charing Cross.*	*3*	
		Banstead and Epsom Downs	4					
		Brighton, Uckfield, and Tunbridge Wells.	16	*Hampstead, Holloway, and Kingsland.*	*London and North Western* -	*Hampstead, Holloway, and Kingsland.*	*4*	
		East Grinstead - - -	7					
		East Grinstead, Groombridge, and Tunbridge Wells.	14	Harborne - - - -	London and North Western -	Harborne - - - -	3	
		Horsham and Guildford Direct	15	Hatfield Chase, Warping, and Improvement Railway.	Great Northern, and the Manchester, Sheffield, and Lincolnshire.	Haxey to Owston - -	3	
		Horsham, Dorking, and Leatherhead.	18					
		Lewes and Uckfield - -	7					
		Mid Sussex - - -	17	Hemel Hempsted and London and North Western.	London and North Western -	Hemel Hempsted to Harpenden.	9	
		Mid Sussex and Midhurst -	6					
	Jointly to the London and South Western, and London, Brighton, and South Coast.	Epsom and Leatherhead -	4	*Heysham Pier (Railways)* -	*Midland* - - - -	*Heysham Railways* - -	*7*	
		Wimbledon and Croydon -	6	*Holloway and Metropolitan Junction.*	*Great Northern and other Companies.*	*Holloway and Metropolitan Junction.*	*1½*	

London, Chatham, and Dover (Various Powers).	London, Chatham, and Dover	Sittingbourne and Sheerness (transfer).	7
Lynn and Sutton Bridge, Spalding and Bourn, and Norwich and Spalding.	Lynn and Sutton Bridge (10 miles), with the Spalding and Bourn, as the Midland and Eastern.	Norwich and Spalding (lease or transfer), (8 miles).	18
Merthyr, Tredegar, and Abergavenny.	London and North Western -	Merthyr, Tredegar, and Abergavenny.	14
Metropolitan (Additional Powers).	*Metropolitan* - - -	*Metropolitan and St. John's Wood.*	2
Midland (Branches) - -	*Midland* - - - -	*Midland and South Western Junction (lease or transfer).*	4
Neath and Brecon, and other Companies.	*Neath and Brecon (33 miles), Central Wales (20 miles), Central Wales Extension (27 miles), Knighton (12 miles), Swansea Vale, and Neath and Brecon Junction (9 miles), Swansea Vale (20 miles), Brecon and Merthyr Tydfil Junction (61 miles), and Bishop's Castle (10 miles), with the Cambrian, or to lease, jointly or separately, the undertakings of the above Companies to the London and North Western, the Great Western, and the Midland, or any or either of them.*	- - - - -	*192*
North British, and Edinburgh and Bathgate.	*Edinburgh and Bathgate (12 miles), with the North British.*	- - - - -	*12*
North British and Leadburn, Linton and Dolphinton.	Leadburn, Linton, and Dolphinton (10 miles), with the North British.	- - - - -	10
Pembroke and Tenby - -	Llanelly - - - -	Pembroke and Tenby (lease)	37
Shrewsbury and North Wales, and Shrewsbury and Potteries Junction Amalgamation.	Shrewsbury and North Wales (14 miles), with the Shrewsbury and Potteries.	- - - - -	14
Shrewsbury and Potteries -	Shrewsbury and Potteries, and the Wellington and Drayton, jointly.	Wellington and Drayton (transfer).	15
South Devon - - - -	*Teign Valley (8 miles), Launceston and South Devon (19 miles), and*	- - - - -	*27*
	Dartmouth and Torbay (10 miles), with the South Devon.	- - - - -	10

Hounslow and Metropolitan -	*Great Western* - - -	*Hounslow and Metropolitan*	*4*	*Working arrangements not sanctioned.*
Hoylake - - - -	*Wrexham, Mold, and Connah's Quay.*	*Hoylake Extensions* - -	*8*	*Working arrangements not sanctioned.*
Huddersfield and Halifax -	*London and North Western, and the Midland.*	*Huddersfield and Halifax*	*6*	
Kilburn - - - -	*Metropolitan* - - -	*Kilburn* - - - -	*2*	
Kingsbridge - - - -	South Devon - - -	Kingsbridge - - -	12	
Kingston and Epsom - -	*London and South Western* -	*Kingston and Epsom* -	7	
Lougharne - - - -	Great Western - - -	Lougharne - - -	5	
Llantrissant and Taff Vale Junction.	Taff Vale - - - -	Llantrissant and Taff Vale Junction.	9	
London and Worthing Direct	*South Eastern and other Companies.*	*Wortham to Reigate* - -	*35*	
London, Bucks, and Gloucestershire Junction.	*London and North Western, and the Midland.*	*London, Bucks, and Gloucestershire Junction.*	*45*	
Longton, Adderley Green, and Bucknall.	North Staffordshire - -	Longton to Bucknall - -	5	
Louth and Lincoln - -	Great Northern - - -	Louth and Lincoln - -	21	
Lynn and Sutton Bridge, and Bourn, and Norwich and Spalding.	Midland - - - -	Midland and Eastern - -	9	
		Norwich and Spalding -	8	
Macclesfield, Knutsford, and Warrington.	London and North Western, the Manchester, Sheffield, and Lincolnshire, Great Northern, and the North Staffordshire.	Macclesfield, Knutsford, and Warrington.	25	
Maidstone and Ashford - -	South Eastern, and the London, Chatham, and Dover.	Maidstone and Ashford -	20	
Manchester and Stockport -	Manchester, Sheffield, and Lincolnshire.	Manchester and Stockport -	7	
Merrybent and Darlington -	North Eastern - - -	Merrybent and Darlington	7	
Metropolitan and Richmond -	*Metropolitan* - - -	*Metropolitan and Richmond*	*9*	
Metropolitan (Station Collecting Lines).	*Metropolitan* - - -	*Station Collecting Lines* -	*3*	
Mid-London - - -	*Metropolitan* - - -	*Mid-London* - - -	*6*	
Mold and Denbigh Junction (Branches).	*Wrexham, Mold, and Connah's Quay, and other Companies.*	*Mold and Denbigh Junction*	*9*	
Muswell Hill Estate and Railways.	Great Eastern and Great Northern.	Railways at Alexandra Park	2	
Newport Pagnell - - -	Midland - - - -	Extension Railways - -	11	
New Romney - - -	South Eastern - - -	New Romney - - -	14	
Northampton and Banbury Junction.	*London and North Western, and other Companies.*	*Northampton and Banbury Extension to Hereford and Ross.*	*35*	*Working arrangements not sanctioned.*
North British and Bridge of Allan.	*North British* - - -	*Branch Line to Bridge of Allan.*	*2½*	
North Surrey - - -	*London and South Western, and other Companies.*	*North Surrey* - - -	*5*	
North Wales, Birkenhead, and Liverpool.	*Great Western, and the London and North Western.*	*A Railway between Ledsham and Saltney.*	*7*	

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it, containing the above Provisions, did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).

TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.
IN SESSION 1866—*continued.*			*Miles.*
Stourbridge - - - -	Great Western - - -	Stourbridge (lease) - -	8
Swansea Vale, and Neath and Brecon Junction.	Neath and Brecon - -	Swansea Vale, and Neath and Brecon Junction.	9
Tottenham and Hampstead Junction.	Jointly to the Midland and the Great Eastern.	Tottenham and Hampstead Junction.	5
Vale of Llangollen, Llangollen and Corwen, and Corwen and Bala.	*Llangollen and Corwen (10 miles), and Corwen and Bala (13 miles), with the Vale of Llangollen.*	- - - - -	*23*
Vale of Neath (Transfer, &c.) -	Vale of Neath (44 miles), with the Great Western.	- - - - -	44
Vale of Towy - - -	*Jointly to the Knighton, the Central Wales, and the Central Wales Extension.*	*Vale of Towy (lease)* -	*11*
West Riding and Grimsby -	Jointly to the Great Northern, and the Manchester, Sheffield, and Lincolnshire.	West Riding and Grimsby -	27
Wiltshire Railways - -	*Wiltshire (19 miles), with the North and South Wiltshire, and with the Salisbury and Dorset Junction, Wilts and Gloucester, Stonehouse, Nailsworth, and Severn Junction.*	- - - - -	*19*
Wivenhoe and Brightlingsea -	Great Eastern - - -	Wivenhoe and Brightlingsea	5
Wrexham and Minera - -	Jointly to the Great Western, and the London and North Western.	Railway No. 1, of the Wrexham and Minera.	3
Wycombe - - - -	Wycombe (44 miles), with the Great Western.	- - - - -	44
		TOTAL - - -	958½

Number of Bills containing Provisions for Amalgamation, &c., introduced in Session 1866 - - 45

Number of Bills containing Provisions for Amalgamations, &c., passed in Session 1866 - - 34

WORKING ARRANGEMENTS.

TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	REMARKS.
IN SESSION 1866—*continued.*			*Miles.*	
North Western and Charing Cross.	London and North Western, and the South Eastern.	North Western and Charing Cross.	2	
Ogmore Valley (No. 2) - -	*Taff Vale* - - - -	*Extension Railways* - -	*12*	
Presteign, Clun, and Bishop's Castle.	*Kington and Eardesley, and other Companies.*	*Presteign, Clun, and Bishops Castle.*	*20*	*Working arrangements not sanctioned.*
Ryde Station and Railway -	Isle of Wight - - -	Ryde Station Railway -	1	
Somerset and Dorset - -	*Somerset and Dorset* - -	*Bristol and North Somerset*	*21*	
South Essex - - - -	Great Eastern - - -	Extension to Pitsea - -	5	
Stocksbridge - - -	*Manchester, Sheffield, and Lincolnshire.*	*Stocksbridge* - - -	*2*	
Sunningdale and Cambridgetown.	*London and South Western* -	*Sunningdale and Cambridgetown.*	*8*	*Working arrangements were not authorised.*
Swansea and Clydach - -	*Great Western and other Companies.*	*Swansea and Clydach* -	*5*	
Tamar, Kit Hill, and Callington.	South Devon and other Companies.	Tamar, Kit Hill, and Callington.	7	
Teign Valley - - -	*South Devon* - - -	*Extension to Exeter* - -	*7*	
Teme Valley - - -	London, Worcester, and South Wales.	Worcester to Newnham -	21	
Thetford and Watton - -	Great Eastern - - -	Thetford and Watton -	9	
Thorpe and Great Clacton -	Tendring Hundred - -	Thorpe and Great Clacton -	5	
Uphaven and Andover - -	*London and South Western* -	*Uphaven and Andover* -	*16*	
Vale of Crickhowell - -	Neath and Brecon - -	Vale of Crickhowell - -	20	
Wantage and Great Western	Great Western - - -	Wantage and Great Western	2	
Watford and Edgware - -	*Great Northern and Midland*	*Watford and Edgware* -	*3*	
Whitby, Redcar, and Middlesborough Union.	North Eastern - - -	Whitby, Redcar, and Middlesborough Union.	16	
Winchcomb and Midland -	Midland - - - -	Winchcomb and Midland -	6	
Wolverhampton and Walsall -	London and North Western -	Wolverhampton and Walsall	6	
Wrexham, Mold, and Connah's Quay, and Hoylake.	*Wrexham, Mold, and Connah's Quay.*	*Hoylake* - - - -	*18*	
Wrexham, Mold, and Connah's Quay (Additional Powers).	*Wrexham, Mold, and Connah's Quay.*	*Mold and Denbigh Junction*	–	*Working arrangements not sanctioned.*
Wrexham, Mold, and Connah's Quay (New Lines).	*Drayton Junction, and other Companies.*	*New Lines* - - -	*17*	
Wye Valley - - - -	Great Western - - -	Wye Valley - - -	15	
		TOTAL - - -	384	

Number of Bills containing Provisions for Working Arrangements introduced in Session 1866 - 98

Number of Bills containing Provisions for Working Arrangements passed in Session 1866 - - 42

In Session 1867.			
Bristol and North Somerset -	*Great Western* - - -	*Bristol and North Somerset (lease, &c.)*	*21*
Caledonian Railway, and Forth and Clyde Navigation Companies.	Caledonian - - - -	Drumpeller Railway and Grangemouth Branch.	4
Carnarvon and Llanberis -	London and North Western jointly with the Carnarvon and Llanberis.	Portion of the Carnarvon and Llanberis.	5
Carnarvonshire (Nantlle Railway Transfer).	Carnarvonshire - - -	Nantlle (transfer) - -	7
Denbigh, Ruthin, and Corwen, and Mold and Denbigh Junction Railways (Amalgamation).	*Denbigh, Ruthin, and Corwen (18 miles), with the Mold and Denbigh Junction.*	- - - - - -	*18*
Devon and Somerset, and Bristol and Exeter.	*Devon and Somerset (43 miles), with the Bristol and Exeter.*	- - - - - -	*43*
Forth and Clyde Junction, and Caledonian.	*Forth and Clyde Junction (30 miles), and Caledonian.*	- - - - - -	*30*
Great Eastern - - -	*Great Eastern* - - -	*Transfer of the Ramsay Railway. (Not sanctioned.)*	*6*
Great Northern - - -	Great Northern - - -	Transfer of the Edgware, Highgate, and London,	9
		and the Watford and Edgware Junction - -	7
Great North of Scotland - -	Banffshire (19 miles) with the Great North of Scotland.	- - - - - -	19
Great Western, and Bristol and North Somerset.	*Great Western* - - -	*Bristol and North Somerset (sale or lease).*	*21*
Great Western (Various Powers).	Great Western - - -	Transfer of the Llangollen and Corwen - - -	10
		Vale of Llangollen - -	6
		Corwen and Bala - -	13
		Bala and Dolgelly - -	21
		Wenlock - - - -	14
	Jointly in the Great Western and the London and North Western jointly.	*Vesting of the Shrewsbury and Hereford. (Not authorised.)*	—
London and North Western, and Lancashire and Yorkshire.	Vesting jointly in the London and North Western and the Lancashire and Yorkshire.	Fleetwood, Preston, and West Riding Junction.	8
London and North Western (New Works, &c.)	London and North Western -	Vesting of the Bangor and Carnarvon - - -	7
		Vale of Clwyd - - -	10
		Birmingham, Wolverhampton, and Stour Valley -	14
		South Staffordshire - -	39
		South Leicestershire - -	15
London and South Western (Further Powers).	London and South Western -	Salisbury and Dorset (lease, &c.)	18
Midland, and the Glasgow and South Western.	*Glasgow and South Western (254 miles) with the Midland.*	- - - - - -	*254*

In Session 1867.				
Airdrie, Coatbridge, and Wishaw Junction.	*North British and the City of Glasgow Union.*	*Airdrie, Coatbridge, and Wishaw Junction.*	*11*	
Barnoldswick - - -	Midland - - - -	Barnoldswick - - -	2	
Bristol Port Railway and Pier	Great Western and the Midland.	Bristol Port Railway and Pier.	9	
Carnarvon and Llandwrog -	*London and North Western, and the Carnarvon and Llanberis.*	*Carnarvon and Llandwrog*	7	
Central Cornwall (No. 1) -	*London and South Western* -	*Central Cornwall* - -	*24*	
Cobham - - - -	*London and South Western* -	*Cobham* - - - -	*5*	
Coventry and Arley - -	*Midland and other Companies*	*Coventry and Arley* - -	7	
Crystal Palace and East London, High Level Junction.	*East London* - - -	*Crystal Palace and East London, High Level Junction.*	1¼	
Devon and Cornwall - -	*London and South Western* -	*Lidford Extension* - -	*11*	*Working arrangements not authorised.*
East Gloucestershire - -	Great Western - - -	East Gloucestershire - -	50	
Glossop, Hollingworth, and Staleybridge.	*London and North Western*	*Glossop, Hollingworth, and Staleybridge.*	7	
Great Western, Bristol and Exeter, South Devon, and London and South Western.	*This Bill proposed to authorize traffic and other arrangements between the four Companies named in the Bill, and it also provided for the leasing or working of any Railway, or subscribing to, or amalgamating with any Railway Company in their districts.*		—	
Great Western, and Bristol and North Somerset (New Lines).	*Great Western* - - -	*Bristol and North Somerset (New Lines).*	*11*	
Great Western (Various Powers).	Great Western - - -	Bristol and North Somerset	21	
Hoylake (Chester Extension)	*Great Northern, Midland and Manchester, Sheffield and Lincolnshire.*	*Chester Extension* - -	*11*	
Isle of Wight (Newport Junction).	*Isle of Wight* - - -	*Isle of Wight (Newport Junction).*	*13*	

RETURN of Railway Bills introduced from 1860 to 1868, containing Provisions for Amalgamations of or Working Arrangements between Railway Companies, &c.—*continued.*

Where a Bill, or the portion of it containing the above Provisions, did not Pass, the name is printed in Italics.

AMALGAMATIONS (INCLUDING SALES OR LEASES).				WORKING ARRANGEMENTS.				REMARKS.
TITLE OF BILL INTRODUCED.	Companies Amalgamating, Purchasing, or Leasing.	Railway to be Purchased, Leased, or otherwise Vested.	Length affected thereby.	TITLE OF BILL INTRODUCED.	Working Company or Companies.	Railway to be Worked.	Length of Line to be Worked.	
IN SESSION 1867—*continued.*				IN SESSION 1867—*continued.*			*Miles.*	
Midland and South Western Junction.	*Midland* - - - -	*Midland and South Western Junction.*	4	Llynvi and Ogmore - -	South Wales Mineral - -	Llynvi and Ogmore - -	—	
Midland (Additional Powers) -	Midland - - - -	Midland and South Western Junction (transfer).	4	*Maidstone and Ashford (Deviations).*	*London, Chatham, and Dover, and other Companies.*	*Maidstone and Ashford* -	*20*	
Neath and Brecon, and other Companies (Amalgamation, &c.)	*Knighton (12 miles), the Central Wales (20 miles), the Central Wales Extension (26 miles), the Mid Wales (47 miles), and the Brecon and Merthyr Tydfil (52 miles) with the Neath and Brecon. (Amalgamated Company to enter into working arrangements with Great Western and London and North Western.)*	- - - - - -	*157*	*Mersey Railway Extensions* -	*Great Western and other Companies.*	*Mersey Railway* - -	*2*	
				Midland and Eastern, Norwich and Spalding, and Stamford and Essendine.	Working arrangements between the Midland, the Great Northern, the Stamford and Essendine, the Midland and Eastern, and the Norwich and Spalding.	—	—	
				Sirhowy - - - -	*Great Western and other Companies.*	*Sirhowy* - - - -	*14*	
Swansea Vale (Lease) - -	*Jointly to the Neath and Brecon, the Central Wales, and the Central Wales Extension.*	*Swansea Vale* - - -	*12*	Solway Junction - - -	London and North Western -	Solway Junction - -	25	
				Swansea Valley and Harbour Junction.	*Great Western and other Companies.*	*Neath and Brecon* - -	—	
Tewkesbury and Malvern -	*Midland* - - - -	*Tewkesbury and Malvern* -	*14*					
Welsh Railways (Amalgamation).	*Brecon and Merthyr (52 miles), Mid-Wales (47 miles), Cambrian (175 miles), and the Potteries, Shrewsbury, and North Wales (19 miles).*	—						
		TOTAL - - -	230			TOTAL - - -	107	

Number of Bills containing Provisions for Amalgamations, &c., introduced in Session 1867 - - 22

Number of Bills containing Provisions for Amalgamations, &c., passed in Session 1867 - - - 10

Number of Bills containing Provisions for Working Arrangements introduced in Session 1867 - 23

Number of Bills containing Provisions for Working Arrangements passed in Session 1867 - - 7

Proposed for Session 1868.

Afon Valley - - - -	Afon Valley - - - -	Cwm Afon (a mineral line) (purchase).	—
Great Northern - - -	Great Northern - - -	Bradford, Eccleshill, and Idle (transfer). Idle and Shipley (transfer)	4 2
Lancashire and Yorkshire, and Lancashire Union.	Lancashire and Yorkshire -	Lancashire Union (portions of) (vesting).	4
Lancashire Union, and London and North Western.	London and North Western -	Lancashire Union (vesting)	25
London and Blackwall - -	Great Eastern - - -	Millwall Extension (lease)	4
London and North Western, and Knighton, Central Wales, and Central Wales Extension.	London and North Western -	Knighton (vesting) - - Central Wales (vesting) - Central Wales Extension (vesting).	12 20 26
South Eastern, and London, Brighton, and South Coast.	Working Union of the South Eastern, and the London, Brighton, and South Coast, and the admission thereto of the London, Chatham, and Dover.	South Eastern (308 miles). London, Brighton, and South Coast. London, Chatham, and Dover.	— 296 133
Stokes Bay Railway and Pier, Isle of Wight Railway, and Ryde Station Companies Amalgamation.	Stokes Bay Railway and Pier (2 miles), and the Ryde Station (1 mile), with the Isle of Wight.	- - - - -	3
Vale of Towy - - - -	Knighton, the Central Wales, and the Central Wales Extension, to lease jointly with the Llanelly.	Vale of Towy (joint lease)	11
		Total - - -	540

Number of Bills containing Provisions for Amalgamations, &c., introduced in Session 1868 - - 9

Proposed for Session 1868.

Central Cornwall - - -	Cornwall and other Companies	Central Cornwall - -	24
Crystal Palace, and South London Junction.	London, Brighton, and South Coast, Midland, and other Companies.	Crystal Palace and South London Junction.	4
Devon and Cornwall - -	London and South Western -	Lidford Extension - -	11
Isle of Wight, and Cowes and Newport Junction.	Cowes and Newport, and the Isle of Wight, jointly.	Isle of Wight, and Cowes and Newport Junction.	7
Isle of Wight Central - -	Cowes and Newport, and the Isle of Wight, jointly.	Isle of Wight Central -	7
Isle of Wight (Newport Junction).	Cowes and Newport, and the Isle of Wight, jointly.	Isle of Wight (Newport Junction).	9
Liverpool and Birkenhead Railways Ferry Junction.	London and North Western, and other Companies.	Liverpool and Birkenhead Railway Ferries Junction.	1
London and North Western (Branches, &c.)	London and North Western, and the Manchester, Sheffield, and Lincolnshire.	Joint working arrangements over certain portions of the railways of the two Companies.	—
Metropolitan - - -	Metropolitan and the Midland	Portion of Metropolitan between King's Cross and Finsbury.	2
Midland - - - - -	Metropolitan and the Midland	Portion of Metropolitan between King's Cross and Finsbury.	2
Monmouthshire and Great Western Junction Railways.	Monmouthshire and the Great Western.	Monmouthshire and Great Western Junction Railways.	1
Ross, Monmouth, and Forest of Dean.	Ross and Monmouth - -	Ross, Monmouth, and Forest of Dean.	2
Sirhowy - - - - -	Sirhowy and other Companies	Sirhowy (new lines) - -	11
Weedon and Daventry - -	London and North Western -	Weedon and Daventry -	4
		Total - - -	85

Number of Bills containing Provisions for Working Arrangements, introduced in Session 1868 - 14

ABSTRACT of the foregoing RETURN of RAILWAY BILLS containing PROVISIONS for AMALGAMATIONS of and WORKING ARRANGEMENTS between RAILWAY COMPANIES, 1860 to 1868.

SESSION OF PARLIAMENT.	Number of Bills containing Provisions for Amalgamations (Sales, Leases and Transfers included).		TOTAL Mileage added by the Authorised Amalgamations, if carried out to the Systems of the Amalgamating Companies.	Number of Bills containing Provisions for Working Arrangements.		TOTAL Mileage added by the Authorised Working Arrangements, if carried out to the Systems of the Working Companies.	REMARKS.
	Introduced.	Passed.		Introduced.	Passed.		
			Miles.			*Miles.*	
1860 - - - -	21	14	267	58	40	520	*The numbers and mileage in these tables are in some cases duplicated by alterations in subsequent Sessions; for instance, by amalgamations, sales, or leases taking the place of working arrangements previously sanctioned, or by the transfer of working arrangements to other companies. It is probable that the increase in the mileage of the systems of amalgamated railway companies by the amalgamations, &c. authorised in the Sessions 1860 to 1867, when fully carried into effect, may be about 4,000 miles. With regard, however, to working arrangements authorised during this period which have actually been carried into effect, or which may be carried into effect should the railways be constructed, it is probable that the increased mileage which might be added thereby to the systems of the working railway companies would be about 3,000 miles.
1861 - - - -	23	16	249	82	51	619	
1862 - - - -	32	24	856	58	40	402	
1863 - - - -	27	21	888	78	42	759	
1864 - - - -	23	17	424	125	59	665	
1865 - - - -	33	27	1,082	143	71	1,179	
1866 - - - -	45	34	958½	98	42	384	
1867 - - - -	22	10	230	23	7	107	
TOTAL 1860 to 1867 -	226	163	*4,954	665	352	*4,635	
Average of each Session 1860 to 1868 - - -	28	20	619	75	44	579	
			Proposed Mileage.			*Proposed Mileage.*	
Proposed for Session 1868	9	- - -	540	14	- - -	85	

ENGLAND AND WALES.

On the 31st December 1866, there were in England and Wales 283 Railway Companies whose Lines were open for traffic, with a total Mileage of 9,701, of which 16 Companies alone owned, leased, or worked, 8,481, viz:—

	Miles.
Great Western	1,322
London and North Western	1,319
North Eastern	1,218
Great Eastern	795
Midland	780
London and South Western	602
Great Northern	458
Lancashire and Yorkshire	431
South Eastern	308
London, Brighton, and South Coast	296
London, Chatham, and Dover	133
Manchester, Sheffield, and Lincolnshire	246
South Devon	154
North Staffordshire	150
Cambrian	135
Bristol and Exeter	134
TOTAL	8,481

SCOTLAND.

In Scotland there were 31 Companies whose Lines were open for traffic, with a total Mileage of 2,244, of which five Companies alone owned, leased, or worked, 2,193, viz:—

	Miles.
North British	735
Caledonian	673
Great North of Scotland	289
Glasgow and South Western	254
Highland	242
TOTAL	2,193

IRELAND.

In Ireland there were 39 Companies whose Lines were open for traffic, with a total Mileage of 1,909, of which seven Companies alone owned, leased, or worked, 1,547, viz:—

	Miles.
Great Southern and Western	437
Midland Great Western	344
Irish North Western	195
Waterford and Limerick	191
Belfast and Northern Counties	151
Ulster	121
Dublin, Wicklow, and Wexford	108
TOTAL	1,547

MAP OF GREAT BRITAIN

Shewing the SYSTEMS OF RAILWAYS

Now under the Control of the PRINCIPAL RAILWAY COMPANIES.

The Systems are Coloured as far as practicable in districts as follows, viz:

IN SCOTLAND.

- *Caledonian Railway District*
- *Glasgow & South Western Railway District*
- *Great North of Scotland Railway District*
- *Highland Railway District*
- *North British Railway District*

IN ENGLAND & WALES.

- *Cambrian Railway District*
- *Furness Railway District*
- *Great Eastern Railway District*
- *Great Western Railway District*
- *Great Northern Railway District*
- *Lancashire & Yorkshire Railway District*
- *Llanelly Railway District*
- *London & North Western Railway District*
- *London & South Western Railway District*
- *Manchester, Sheffield & Lincolnshire Ry. Dist.*
- *Midland Railway District*
- *Somerset & Dorset Railway District*
- *North Eastern Railway District*
- *North Staffordshire Railway District*
- *South Devon, Cornwall & W. Cornwall Ry. Districts*

South Eastern, London, Brighton & South Coast, and the London, Chatham & Dover Railway Companies' Districts (Proposed to be formed into a Working Union.

N.B. The Minor Systems of Railways are not shown upon this Map.

Railways open are shewn thus ———
Railways unopen " " - - - - - -

The Knighton Extension Rys. Central Wales, & Central Wales proposed to be vested in the London & N. W. Ry. Company; and the Vale of Towy Ry. proposed to be Leased to the Three former Ry. Companies are Shewn by Pink & Purple Stripes.

Devon & Cornwall Ry. Proposed Working arrangements shown by Purple Stripes.

RETURN of BILLS introduced in each of the Years from 1860 to 1868 inclusive, containing Provisions for AMALGAMATIONS of or WORKING ARRANGEMENTS between RAILWAY COMPANIES in *Great Britain*, showing the Number of Bills Introduced and Passed respectively in each Year, with the Mileage and Description of the several Lines affected thereby; accompanied by a Map showing the SYSTEMS of RAILWAYS in *Great Britain* now under the Control of the several WORKING COMPANIES.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
4 *May* 1868.

[*Price* 1 *s.* 6 *d.*]

242.

Under 8 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 8 July 1868;—*for*

RETURN "of CAPITAL in SHARES and by LOANS respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Amount of similar Returns for the Years 1865, 1866, and 1867.

RETURN of CAPITAL in SHARES and by LOANS respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Amount of similar Returns for the Years 1865, 1866, and 1867.

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
1. Aberdeen Harbour	—	450,000	450,000
2. Abergavenny and Monmouth Railway	—	—	—
3. Acton and Brentford Railway	—	—	—
4. Afon Valley Railway	—	—	—
5. Alexandra (Newport) Dock	—	—	—
6. Ardmore Harbour	18,000	6,000	24,000
7. Athenry and Ennis Junction Railway	—	—	—
8. Barrow-in-Furness Corporation	—	150,000	150,000
9. Barry Railway	—	—	—
10. Belfast Central Railway	190,000	63,300	253,300
11. Belgravia and South Kensington New Road	—	—	—
12. Birmingham Proof House (No. 1)	—	—	—
13. Birmingham Proof House (No. 2)	—	—	—
14. Bishop Stortford, Dunmow, and Braintree Railway	—	—	—
15. Bodmin and Wadebridge Railway	—	—	—
16. Bradford Waterworks and Improvement	—	360,000	360,000
17. Brecon and Merthyr Tydfil Junction Railway	—	—	—
18. Brentford Gas	250,300	62,500	312,800
19. Bristol and Exeter Railway	—	—	—
20. Bristol and North Somerset Railway	—	—	—
21. Brompton, Chatham, &c. Water	30,000	7,500	37,500
22. Buckfastleigh, Totnes, and South Devon Railway	—	—	—
23. Burry Port and Gwendreath Valley Railway	—	—	—
24. Burslem and Tunstall Gas	50,000	12,500	62,500
25. Caledonian Railway	1,200,000	400,000	1,600,000
26. Calverley and Horsforth District Gas	36,000	12,500	48,500
27. Cambrian Railways	—	—	—
28. Cambrian Railways (Revived Line to Dolgelly)	—	—	—
29. Carnarvon and Llanberis Railway	—	—	—
30. Caversham Bridge	—	12,000	12,000
31. Central Cornwall Railway	—	—	—
32. Cheshire Lines	—	—	—
33. Chichester and Midhurst Railway	—	—	—
34. Chichester Cattle Market	—	15,000	15,000
35. Chichester Gas	30,000	7,500	37,500
36. Chichester Water	15,000	3,750	18,750
37. Clevedon Gas	20,000	5,000	25,000
38. Clonmel, Lismore, and Dungarvan Railway	—	—	—
39. Clyde Navigation	—	600,000	600,000
40. Cork and Kinsale Junction Railway	—	15,000	15,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loans.	Total.
	£.	£.	£.
41. Cork and Macroom Junction Railway	- -	10,000	10,000
42. Cork Gas	30,000	37,500	67,500
43. Cork Improvement	- -	300,000	300,000
44. County Down and Belfast Borough	—	—	—
45. Crystal Palace and South London Junction Railway	60,000	20,000	80,000
46. Dartford Water	—	—	—
47. Dee River Company	40,000	25,000	65,000
48. Derby Water	60,000	15,000	75,000
49. Devon and Cornwall Railway	—	—	—
50. Devon Valley Railway	—	—	—
51. Dingwall and Skye Railway	—	—	—
52. Downpatrick, Dundrum, and Newcastle Railway	—	—	—
53. Dublin Abattoirs, Markets, and Improvement	—	—	—
54. Dublin and Drogheda Railway	5,000	—	5,000
55. Dublin (City) Gas	150,000	37,500	187,500
56. Dublin (City) Steam Packet Company	—	—	—
57. Dublin, Wicklow, and Wexford Railway	—	—	—
58. Dundee Gas (No. 1.)	- -	60,000	60,000
59. Dundee Gas (No. 2.)	- -	15,000	15,000
60. Dundee Reclamation, Esplanade, and Street	—	—	—
61. Dungarvan Harbour, Embankment, and Reclamation	20,000	6,600	26,600
62. Eastbourne Gas	30,000	6,250	36,250
63. Eastern Metropolitan Underground Railway	400,000	133,000	533,000
64. East London Railway	—	—	—
65. Fareham and Netley Railway	—	—	—
66. Farnworth and Kearsley Gas	30,000	7,500	37,500
67. Gardiner's Patent	—	—	—
68. Gas Light and Coke Company	1,010,000	477,500	1,487,500
69. General Sewage Utilisation (Ireland)	280,000	70,000	350,000
70. Glasgow and South Western Railway	—	—	—
71. Glasgow Court Houses	- -	30,000	30,000
72. Glastonbury and Street Tramway	7,000	2,300	9,300
73. Grand Junction Water	300,000	100,000	400,000
74. Great Eastern Railway	—	—	—
75. Great Eastern Railway (Management)	—	—	—
76. Great Marlow Railway	18,000	6,000	24,000
77. Great Northern and Western (of Ireland) Railway	—	—	—
78. Great Northern Railway	120,000	40,000	160,000
79. Great Western Railway	40,000	13,300	53,300
80. Great Western Railway (Dividends)	—	—	—
81. Greenock and Ayrshire Railway	150,000	50,000	200,000
82. Gun Barrel Proof	—	—	—
83. Halifax Corporation Waterworks and Improvement	- -	320,000	320,000
84. Hartlepool Port and Harbour	—	—	—
85. Haverfordwest Borough	- -	14,000	14,000
86. Holywell Railway	10,000	3,300	13,300
87. Humber Conservancy	—	—	—
88. Hythe and Sandgate Gas	17,340	3,750	21,090
89. Ilfracombe Railway	—	—	—
90. Imperial Gas	975,000	243,750	1,218,750
91. International Communication between England and the Continent	400,000	133,000	533,000
92. Isle of Wight and Cowes, and Newport Junction Railway	60,000	20,000	80,000
93. Isle of Wight Central Railway	60,000	20,000	80,000
94. Isle of Wight (Newport Junction) Railway	84,000	28,000	112,000
95. Islington Railway	380,000	- -	380,000
96. Itchen Bridge	5,000	1,000	6,000
97. Kennington Market	75,000	25,000	100,000
98. Killala and Moyne Navigation	- -	25,000	25,000
99. Kington and Eardisley Railway	—	—	—
100. Lambeth Market	60,000	15,000	75,000
101. Lancashire and Yorkshire, and Lancashire Union Railways Companies	—	—	—
102. Lancashire and Yorkshire Railway	50,000	- -	50,000
103. Lancashire Union Railways, and London and North Western Railway Companies	530,000	176,600	706,600

Title of Bill.	Proposed Capital.		
	By Shares.	By Loans.	Total.
	£.	£.	£.
104. Leamington Priors Local Board of Health	-	15,000	15,000
105. Leeds New Gas	100,000	25,000	125,000
106. Leicester Improvement, Drainage, and Markets	-	25,000	25,000
107. Lewes Water	13,000	2,500	15,500
108. Leyton Gas	40,000	10,000	50,000
109. Limerick and North Kerry Junction Railway	—	—	—
110. Lincoln Corporation	—	—	—
111. Liverpool and Birkenhead Railways, &c.	180,000	60,000	240,000
112. Liverpool Tramways	300,000	100,000	400,000
113. Llanelly Harbour Improvement	—	—	—
114. Llynvi Valley Gas	10,000	3,300	13,300
115. London and Blackwall Railway	—	—	—
116. London and North Western, and Knighton, Central Wales, and Central Wales Extension Railways Companies	—	—	—
117. London and North Western Railway	405,000	135,000	540,000
118. London and South Western Railway	—	—	—
119. London, Brighton, and South Coast Railway	1,000,000	333,333	1,333,333
120. London (Corporation) Gas	-	500,000	500,000
121. Londonderry Bridge	—	—	—
122. London Street Tramways	300,000	100,000	400,000
123. London, Thames Haven, and Kent Coast Junction Railway	6,000	2,000	8,000
124. Loughborough Gas	8,000	4,500	12,500
125. Loughborough Local Board	-	23,500	23,500
126. Lymington Harbour and Docks	—	—	—
127. Macclesfield Infirmary	—	—	—
128. Marylebone (Stingo Lane) Improvement	—	—	—
129. Maryport District and Harbour	-	110,000	110,000
130. Maryport Improvement and Harbour	—	—	—
131. Mersey Railway	—	—	—
132. Merstham, Nutfield, and Bletchingley Gas	8,000	2,000	10,000
133. Merthyr Tydfil Gas	30,000	7,500	37,500
134. Merthyr Tydvil Stipendiary Magistrate	—	—	—
135. Metropolitan and Saint John's Wood Railway	—	—	—
136. Metropolitan District Railway	—	—	—
137. Metropolitan Gas Companies Amalgamation	—	—	—
138. Metropolitan Railway	—	—	—
139. Metropolitan Street Tramways	100,000	33,300	133,300
140. Metropolitan Tramways	400,000	133,000	533,000
141. Midland and London and North Western Railway Companies	70,000	23,200	93,200
142. Midland Counties and South Wales Railway	—	—	—
143. Midland Railway	3,750,000	1,250,000	5,000,000
144. Mold and Denbigh Junction Railway	—	—	—
145. Monmouthshire and Great Western Junction Railways	20,000	6,600	26,600
146. Morley Gas	35,000	8,600	43,600
147. New Kilmainham Township	-	10,000	10,000
148. Newport and Usk Railway	—	—	—
149. Newquay and Cornwall Junction Railway	—	—	—
150. Newry and Armagh Railway	—	—	—
151. Newry Water	30,000	7,500	37,500
152. North and South Western Junction Railway	30,000	10,000	40,000
153. North and South Wiltshire Junction Railway	—	—	—
154. North British Railway (Forth River Railway)	—	—	—
155. North British Railway (General Powers)	—	—	—
156. North London Railway	—	—	—
157. North Woolwich and Silvertown Drainage	-	5,000	5,000
158. Norwich Union Life Insurance Society	—	—	—
159. Oxford Police	—	—	—
160. Park Lane Improvements	-	115,000	115,000
161. Peterborough Gas	10,000	5,000	15,000
162. Pontypool, Caerleon, and Newport Railway	—	—	—
163. Portsmouth (Borough) Water	60,000	15,000	75,000
164. Portsmouth Camber Quays	-	15,000	15,000
165. Potteries, Shrewsbury, and North Wales Railway	—	—	—
166. Rathkeale and Newcastle Junction Railway	—	—	—
167. Reading Local Board of Health	-	80,000	80,000
168. Reading Water	20,000	5,000	25,000
169. Rochester Bridge Estates	—	—	—
170. Ross and Monmouth and Forest of Dean Railway	18,000	6,000	24,000
171. Ruthin Water	6,000	1,500	7,500

Title of Bill.	Proposed Capital. By Shares.	By Loans.	Total.
	£.	£.	£.
172. Saint Ives and West Cornwall Junction Railway	—	—	—
173. Saint Leonard and Saint Mary Magdalen Church District	—	—	—
174. Saint Luke's (King's Cross) District	—	—	—
175. Saint Mary Church Local Board	- -	19,000	19,000
176. Saint Pancras Ecclesiastical Regulation	—	—	—
177. Saint Saviour's Southwark, Chaplaincy	—	—	—
178. Salford Hundred and Manchester (City) Courts of Record	—	—	—
179. Savin's Estate	—	—	—
180. Scottish Oyster Fishery	30,000	10,000	40,000
181. Shropshire Union Railways and Canal	—	—	—
182. Silverdale Improvement	- -	20,000	20,000
183. Sirhowy Railway	200,000	66,000	266,000
184. Sligo Borough Improvement	- -	50,000	50,000
185. Slough Water	15,000	5,000	20,000
186. Somerset and Dorset Railway	—	—	—
187. South Eastern, and London, Brighton, and South Coast Railway Companies	—	—	—
188. South Eastern, and London, Chatham, and Dover (London, Lewes, and Brighton) Railways (Abandonment)	—	—	—
189. Staffordshire Potteries Water	105,000	26,250	131,250
190. Star Life Assurance Society	—	—	—
191. Stockbrokers' Bonds (Dublin)	—	—	—
192. Stokes Bay Railway and Pier, Isle of Wight Railway, and Ryde Station Companies Amalgamation	—	—	—
193. Stonehouse and Nailsworth Railway	25,000	8,300	33,300
194. Stourbridge Railway	—	—	—
195. Stourport Bridge and Approaches	- -	10,000	10,000
196. Sunderland and South Shields Water	150,000	37,500	187,500
197. Surrey and Sussex Junction Railway	—	—	—
198. Teign Valley Railway	—	—	—
199. Thames Embankment (Chelsea)	- -	285,000	285,000
200. Thames Embankment (North and South)	- -	1,250,000	1,250,000
201. Topsham, Woodbury, and Lympstone Water	8,000	2,000	10,000
202. Tottenham and Hampstead Junction Railway	100,000	33,333	133,333
203. Tower Subway	12,000	4,000	16,000
204. Towns Drainage and Sewage Utilization	—	—	—
205. Trent Purification	—	—	—
206. Tynemouth (Borough) Quays and Improvements	- -	50,000	50,000
207. Uxbridge and Rickmansworth Railway	—	—	—
208. Vale of Crickhowell Railway	—	—	—
209. Vale of Towy Railway	—	—	—
210. Warrington Water	30,000	10,000	40,000
211. Waterford and Kilkenny Railway	- -	20,000	20,000
212. Waterford and Limerick Railway	50,000	16,600	66,600
213. Waterford Harbour	- -	43,000	43,000
214. Waterloo and Whitehall Railway	—	—	—
215. Weedon and Daventry Railway	30,000	10,000	40,000
216. Wellingborough Water	10,000	3,500	13,500
217. Westminster Boulevard	—	—	—
218. West Riding and Grimsby Railway	—	—	—
219. Wey and Arun Junction Canal	—	—	—
220. Wimbledon and Wandsworth Canal	120,000	40,000	160,000
221. Windsor and Eton Water	50,000	12,500	62,500
222. Wolborough Local Board	- -	15,000	15,000
223. Wolverhampton and Walsall Railway	20,000	6,600	26,600
224. Worcester, Dean Forest, and Monmouth Railway	—	—	—
225. Worthing, Broadwater, &c., Gas	15,000	3,750	18,750
226. Worthing Gas	17,750	6,000	23,750
227. Yeadon and Guiseley Gas	17,600	7,300	24,900
228. Ystrad Gas and Water	20,000	5,000	25,000
Total £.	15,269,990	9,937,366	25,207,356
Amount of similar Return for 1865. No. of Bills 595	92,422,938	34,018,770	126,441,708
Ditto - ditto - 1866. Ditto - 634	125,638,785	49,851,861	175,490,646
Ditto - ditto - 1867. Ditto - 321	24,947,447	17,691,328	42,638,775

Board of Trade, Whitehall,
July 1868.

T. H. FARRER.

RAILWAY, &c. BILLS.

RETURN of the Amount of CAPITAL, in SHARES and by LOANS respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans, together with the Gross Aggregate Amount of similar Returns for the Years 1865, 1866, and 1867.

(*Mr. Bazley.*)

Ordered, by The House of Commons, *to be Printed,*
24 *July* 1868.

458.

Under 1 *oz.*

REPORT

MADE BY COLONEL YOLLAND TO THE BOARD OF TRADE

ON

EXPERIMENTS recently made on various LINES of RAILWAY on which some of the TRAINS have been run wholly or partially fitted with different SYSTEMS of ELECTRICAL COMMUNICATION between Passengers and the Servants of Railway Companies in charge of those Trains.

Presented to both Houses of Parliament by Command of Her Majesty.

Railway Department, Board of Trade,
Whitehall, 21st February 1868.

SIR,

I HAVE the honour to state for the information of the Board of Trade, in obedience to your minute of the 21st November last, the results of the experiments which have been made since that date, on various lines of railway on which regular trains have been run, wholly or partially fitted with different systems of electrical communication between passengers and the servants of railway companies in charge of these trains.

These experiments have been made on the London and North-western, London and South-Western, Midland, and South-Eastern Railways, and they have all been conducted, the better to test the working of the communication, under instructions that the guards at the rear of the trains shall give the starting signals from the terminal, and at all events at some of the intermediate stations, by means of the electrical communication running through the whole length of the train. I shall proceed to give the results.

1. The London and North-Western Railway Company fitted up the express train that runs from London to Wolverhampton (125¾ miles) and back during each week day, with Mr. Martin's electrical apparatus (which had previously been used on the Royal Train), and the experiments commenced on the 8th January, and I have been furnished with the results for about 25 days. The train generally consisted of about nine vehicles, including vans at each end, but independent of the engine and tender. On several occasions extra carriages were introduced into the train, not regularly fitted with the electrical communication, but provided for by spare couplings, usually carried in the guards' vans, and conducting wire ropes, stretched alongside the carriages.

These trains have been started by ringing the electric bell in the front van, by the action of the guard in the rear van, from 10 stations in each journey, the guard in the leading van then giving the usual signal to the driver, the electric communication not extending to the engine. I am informed, that although this communication has been made use of about 500 times, it has only failed upon three occasions, in consequence of the conducting wire having been unnecessarily twisted and broken by porters in the act of taking off the electrical coupling wires.

On two occasions the communication was made use of by passengers out of curiosity. In neither case could the engine driver or guard perceive that there was anything wrong with the train, and in consequence, acting properly in obedience to their instructions, they did not stop the train until they got under the protection of the fixed signals at the next station. The apparatus enabled the guards to ascertain who had given the electric signals from the carriages. I think the experiments on this train furnish satisfactory results.

[*Price* 1*d.*]

2. The London and South-western Railway Company commenced to make similar experiments with their Exeter express train on the 2nd December last, instructions having been given that the trains were to be started from the terminal stations in London and Bideford (219¾ miles apart), and also at Basingstoke, Salisbury, Yeovil junction, Honiton, Exeter, and Barnstaple, by the head guard, riding in the rear van, ringing an electrical bell placed on the engine: the electrical apparatus employed being that invented by Mr. W. H. Preece, which has now been long in use on this line (since May 1865). The usual number of vehicles, exclusive of engine and tender, in the train was seven, but there are many instances in which additional carriages were added, and in some the number was increased to 14. Among the usual number of seven, there was generally one not fitted up with the electrical apparatus, but spare couplings and conducting wire ropes were provided to maintain the circuit. I have been furnished with the original guards' reports, and Mr. Preece informs me that, out of 714 starting signals given on 48 days by the rear guard, only seven have failed to be acknowledged; of these, two are accounted for by the electric bell being placed on the tender, instead of on the engine, and being prevented from being heard by the engine blowing off steam; four occurred at Exeter station, in consequence of the train standing on the line in which turntables are placed, and the platelayers having disturbed the wire which had been carried round the turntable, in order to connect the rails electrically, and thus complete what is termed the earth circuit; and in the seventh instance the starting signal was not received at Basingstoke on the 7th December, it is supposed, in consequence of its not having been properly made by the guard, as the train was stopped by the lineman at Whitchurch, and it was then found to work correctly, both in the front van and on the engine. Various experiments were also made from compartments in the different carriages, by Mr. Preece's assistants, but the electrical communication does not appear to have been used by the public either from necessity or out of curiosity. I travelled by this train on the 19th instant, and found the communication complete to the guard; but the connexion with the engine no longer existed, and the electric bells continued to ring all the way to Axminster, (where I left the train,) in consequence of the guard not having a proper key to unlock the handle in the commutator in the carriage in which I rode. I think these experiments must also be regarded as satisfactory.

3. The Midland Railway Company also fitted up an express train that runs from London to Leeds (201 miles) and back, on Mr. Preece's system, and commenced to run it under the same instructions as to the starting of trains on the 30th December last, and I have received reports respecting it up to and including the 6th instant. This train, when it left King's Cross station, consisted of five composite carriages, two vans and the engine fitted with the apparatus, and one composite which was not fitted, but had a wire rope carried round to maintain the electric circuit. It ran in this state as far as Trent station, where the train was broken up and divided for Manchester, Nottingham, and Leeds, the portion for Leeds consisting of two fitted and one unfitted composite carriage, with a wire rope carried round it, to maintain the circuit. At Chesterfield two unfitted carriages, with wire ropes carried round them, were attached to the train. At Normanton an unfitted composite was taken off for York, and the train then proceeded to Leeds with two fitted and two unfitted composites, two vans, and the engine fitted. The train was appointed apparently to stop at six intermediate stations on the down, and ten on the up journey, with the right to be stopped at two additional stations on the down journey by signal, to take up passengers for certain districts. The engine was not fitted with an electric bell, but only an indicator signal on the engine, which the driver might or might not see, and which it is proved, by the report of the inspector travelling with the train, he very frequently did not see, when the electric signal from the rear van in the train was effectively worked throughout. The engines were changed at Leicester.

The following failures are reported:—

3rd January. In consequence of a break-down at Ilkeston, the carriages of the 4h. 55m. p.m. up train from Leeds on the previous evening did not reach London that night, and spare carriages and van were used to form the 9h. 10m. a.m. train. It is not stated whether these carriages were regularly fitted or not, but the electric apparatus would not work in starting from King's Cross, but worked right after leaving Bedford. On the return journey the apparatus would not work between Trent and Leicester.

6th January. The inspector tried many experiments in signalling from the rear

van and one of the carriages; some of these signals were acknowledged, others were not, in the 9h. 10m. a.m. down train; and on the up journey, signals from the rear van could not be given when starting from three stations. Several signals were given from the carriages and acknowledged, and the communication is reported perfect after passing Kettering.

7th January. 4h. 55m. p.m. up train. Signal given from front van between Syston and Leicester was not acknowledged by driver or rear guard. 9h. 10m. a.m. down train; no signal could be given between the train and the driver between London and Leicester. At Leicester the engine was changed, and the communication worked properly afterwards.

8th January. 4h. 55m. p.m. up train. The signal failed when starting from Oakenshaw, and between that station and Masbro', but worked rightly afterwards.

9th January. 9h. 10m. a.m. down train. No signal could be given from the rear van from Trent to Leeds; and there was the same defect from the same van in the 4h. 55m. p.m. up train, Leeds to London, in the evening.

The inspector, writing on the 18th January, says "There has been no serious "defect since the 9th instant. There is no dependence upon the drivers observing "the signal; many of the signals given have been missed by them. The men say "that looking out and watching their engines occupies their attention so much "that there is no dependence to be placed upon their seeing the signal." The inspector made a large number of signals from the vans and carriages, and reports that they were acknowledged by the guards, but only occasionally by the drivers.

25th January. 9h. 10m. a.m. down train. Communication defective between London and Bedford, and the guards suspecting the fault was in composite carriage No. 221, carried a wire rope round it, and after that the communication was good.

27th January. 9h. 10m. a.m. down train. Communication defective at starting, and remained so throughout the journey. Bells rung at intervals in each van. Cause of failure not then ascertained.

29th January. 9h. 10m. a.m. down train. Similar failure to those on the 25th and 27th.

30th January. 4h. 55m. p.m. up train. No proper signals could be given between Leeds and Normanton, and a composite carriage showed a defect; the communication was severed, and a wire rope was carried round that carriage, and then the electric communication worked properly.

4th February. 9h. 10m. a.m. down train. Signal to start from King's Cross could not be given; the signals improved after leaving London, but were feeble to Leicester, and from Leicester to Leeds more feeble still. At Trent they failed as in London. I was at King's Cross when the train left, and at the rear van, but I do not know whether the failure was in the engine or in the train.

6th February. 4h. 55m. p.m. up train. The signals worked correctly up to Leicester, but failed at Market Harborough, Kettering, and Wellingborough, where it was traced to the engine. At Bedford the driver discovered some cotton waste interfering with contact, and after that was removed it worked rightly.

I went down by the Midland train, 9h. 10m. a.m., on the 10th instant, and tried the communication from several carriages, and it worked properly to the two vans.

The working of Mr. Preece's system has been very severely tested on the Midland railway; two mistakes have, however, I consider, been made, respecting these experiments. Mr. Preece should, I think, if he had been requested to do so by the Midland Railway Company, have taken care that it was made as perfect as he could make it, and not have put on the engine an indicator signal which worked without noise, and was certain to fail to be observed. The failure has been very conspicuous.

The explanations which are forthcoming as to the failures are as follows:—It is surmised that the failure on the 6th January was due to the weakness of the battery. On the 9th it was evidently caused by a mechanical defect in the apparatus. The knob which is pressed against by the guard in his van, when he desires to give an electric signal, passes through a collar, *formerly* made in two parts, the outer one of which unscrews; this had become unscrewed, and prevented the knob from being pushed sufficiently far in to make electrical contact.

On the 25th, 27th, 29th, and 30th January, one of the carriages (a composite, No. 221) had the electric wire broken, and no communication could be made through it. This is said to have been done by the working of the draw-bar, against which it rested, the carriage not having been properly fitted in the first instance, or the fitting had subsequently been disturbed.

On the 4th February the failure is attributed to a weak battery.

Thus there have been failures reported on 11 days out of 34. Five of these failures are, I think, satisfactorily accounted for; but on the whole the working of Mr. Preece's electrical apparatus on the Midland Railway is much less satisfactory than on the London and South-western Railway.

Mr. Preece has informed me that he had a man to look after the fitting-up of the train, and to look after its working for a portion, not the whole, of this time; and that he abstained from looking into the matter himself, because it might tell its own tale free from his interference. I think this was a mistake. The results of the working, whatever it might be, would come from the officers of the Midland Railway, and he should have made the apparatus as effective as possible.

4. The South-eastern Railway Company have, since July 1866, run the 7h. 25m. a.m. down, and the 3h. 45m. p.m. up mail train between London and Dover (88 miles);—and the 8h. 30m. p.m. down mail, the down tidal train, the 4h. 15m. a.m. up mail, and the up tidal train between London and Dover, and London and Folkstone, from February 1867, all fitted up with Walker's electrical system of communication between passengers, guards, and drivers; and subsequent to the 24th November last, and up to the 20th January inclusive, these trains have been started from the terminal and such other stations as they have stopped at by means of a signal given by an electrical bell on the engines, worked from the vans at the rear of the trains.

The 7h. 25m. a.m. down mail starts from Charing Cross, calls at Cannon Street and attaches other vehicles, and drops some at Ashford without stopping the train, between Cannon Street and Dover. The communication is reported by the guards as having been perfect for 45 days, imperfect on three days, and on one day the train was not fitted with the apparatus, the fitted stock having been taken for extra traffic on Boxing night. On the occasion of the first failure the train was started by the electric bell, but the communication became imperfect between the guards on the journey, supposed to be owing to the weakness of the battery employed. The second is, strictly speaking, not a failure, as an unfitted van was attached without being properly connected up. The third also can scarcely be called a failure, as it was due to one of the vans having had new wheels put on without the knowledge of the telegraph department, and the connexion wires for the earth had not been made. The train was started by electric signal, but the testing afterwards was imperfect. The average number of vehicles in each train was 10.

The corresponding 3h. 45m. p.m. up mail train had only one failure, in which the communication with the engine only was imperfect, but perfect throughout the carriages, whose number averaged nine, during the 49 days. This train started from the Admiralty Pier, Dover, called at the Dover town station and Cannon Street, and thence ran on to Charing Cross.

The 8h. 30m. p.m. down mail starts from Charing Cross, calls at Cannon Street to attach carriages, and runs to Dover; average number of carriages eight. On two occasions the train was not fitted, and three failures are reported during the 58 days. On one occasion the bell in a van attached at Cannon Street was faulty; in another the battery in one van had been subjected to rough usage (a collision), previous to being attached to the train, so that a wire broke in the journey; and in the third the train was started all right by electric signal, but the bell in front van began to ring after passing Red Hill; the cause could not be traced when the train was stopped, but it worked rightly for the rest of the journey.

The corresponding 4h. 15m. a.m. up train, average number of carriages eight, on one occasion only had one van fitted in the train, but the communication with the other is said to have been good. No other failures reported during 57 days; the train did not run on one day.

The down tidal train starts from Charing Cross, calls at Cannon Street to attach carriages, and also at Red Hill, and thence to Folkstone; average number of carriages 10. On one day the train was not fitted, the proper carriages having been used for the extra Christmas traffic. On another day an unfitted van was attached at Charing Cross, without passing a wire round it. This was a case of negligence and not a failure in the electric communication, reported complete for the 56 days.

The corresponding up tidal train starts from Folkstone, calls at Red Hill and Cannon Street, and runs on to Charing Cross. Two failures are reported during 56 days. In the first, six vehicles were attached to the front part of the train at Folkstone junction, without being connected. This cut off the communication with the engine, but it was in good order for the tidal train proper. In the other case the electric

communication is stated to have been complete throughout the carriages, but imperfect to the engine.

In addition to the electric signals given by the guards to start the trains from the several stations, the reports show that on all these trains testing signals were frequently passed from one guard to the other whilst running, and to signal the state of the out-of-door signals as they approached some of the stations.

Thus on a total of 327 trains running between the 24th November and the 20th January, the electric apparatus appears not to have acted properly on eight different occasions, besides six others where the train was not fitted, whilst close upon 900 signals appear to have been given on the electric bell during the same period for the starting of the trains, and it is also said that on an average 12 signals were given by the guards upon each journey, making up a total of upwards of 3,750 signals. It is stated that these trains are all broken up and re-marshalled at the end of each journey.

Passengers travelling with these trains have made use of the electric communication, apparently out of curiosity, on five occasions since my last report, and the trains were stopped at the next station under the protection of the fixed signals. The post-office clerks made use of it, on another occasion, to stop the train, in order to get a mail bag out of a break van, in which it had been placed by mistake, and the guard of the train stopped the tidal train on the 10th instant at Tunbridge to attend to a *hot* axle.

I consider the working on the South-eastern Railway to have been very successful; and that Company, I understand, propose to continue the same mode of working, adopting the electric signal for starting from stations on these particular trains.

An electrical apparatus has also been tried on a few occasions, the invention of Mr. Tatters, between a carriage or van and the engine, on the South Devon Railway. It is on a different principle from any of the preceding, and it could not be worked in connexion with them, as two conducting wires are made use of instead of one.

I have also seen a variety of inventions, many of them ingenious, for effecting a communication between the passengers and the servants of railway companies in charge of trains; but I hold it to be necessary that any invention must be subjected to actual working on a line for some time before it would be right to express an opinion that it would probably answer.

As regards the possibility of establishing and maintaining electric communication throughout the entire length of a railway train and from the compartments of the various carriages, I think it is impossible, looking to what has now been going on for a long time on the London and South-Western and South-Eastern Railways, to doubt that it can be done. It is also quite possible that some other mode may be feasible, but I am sure that the electric or any other system which may be adopted must be very carefully looked after, and used at all times for the starting of the trains from the stations, and that it will not do to use it only occasionally and expect that it will be found efficient when an urgent emergency arises requiring the servants of the company to be informed that something is wrong in the train.

Referring more particularly to these electrical experiments, I must remark that the more simple the means of communication provided, the better it will be. Visual signals outside each compartment of a carriage, or on the engine, are useless, and only serve to increase the cost of the apparatus. Electric bells to ring in the guards' vans and on the engine are all that can be necessary.

With respect to the question of danger arising to the train, from the signal being made direct to the driver in the first instance instead of only to a guard, I must observe that the working of traffic on any line of railway that will not admit of a train being stopped at a station under the protection of the station signals must be badly conducted if this cannot be done with perfect safety; and the instructions which have been issued by the railway companies who have made these experiments direct that it will be proper, when an electric signal is given, to stop the train at the next station, unless the servants of the company can see that something is wrong that requires the train to be stopped at once.

There are some differences in the several systems which should be got rid of. On the South-eastern, only a single connecting wire, placed at the centre, is used between the adjacent carriages. On the London and North-western, London and South-western, and Midland, two connecting wires are made use of, except between the van and the engine on the Midland, where only one is employed. If the communication can be efficiently maintained by one, as appears probable, it would be very desirable. On the South-eastern a spiral wire is made use of, which ensures friction against both

hooks, and tends, in my opinion, to diminish the chance of failure of electric contact from dust or dirt; but I think it is placed too high, as it would be found inconvenient to couple and uncouple at junctions. It should, moreover, be placed immediately above the screw couplings between the carriages, and so little above them, that the screw couplings could not be undone without first undoing the electric coupling.

No mode of communication will, in my opinion, be efficient which does not provide that a signal shall be given to the driver in the event of a train breaking into two or more parts, which frequently happens; and this can be effected with the electric apparatus; and the cord which is now used on some lines of railway, for some of the trains, does this when that cord is properly secured.

I have further to report that I have seen Mr. Harrison on the subject of the communication being established between passengers and the driver by means of a cord, and some carriages are, I understand, now being fitted on the North-eastern Railway in the manner in which he thinks it likely to answer, even on long trains.

I do not think the system of the cord, as now fitted, is likely to succeed. It is only used to satisfy public opinion, and it is far too roughly fitted up, and comes in contact with too many obstacles, all creating more or less friction, to have any chance of working properly on long trains.

The prominent question for decision at the present time appears to be, shall railway companies be compelled, by legislative enactment, to provide the means of communication between passengers and the servants of the companies in charge of trains, on certain of those trains; and this decision should properly depend on the answers to the two following questions:—1. Is such communication necessary, in order to provide for the public safety? 2. Is it practicable?

As regards the necessity for such means of communication, I believe there are few who will now contend that it is not necessary for the very long journeys which are taken by express trains without stopping; and I have already expressed my opinion, founded on actual experience of what has been accomplished, that it is quite practicable. It should be first established for the trains running long distances without stopping, and a discretionary power be given to the Board of Trade to order its extension, from time to time or gradually, to trains running upwards of 10 miles without stopping.

The mode of communication to be adopted would probably be left to the Railway Companies to settle; but it should be uniform in certain particulars, where carriages may possibly be interchanged, and have to pass from one company's line to another. There would, however, be no objection, if it were deemed desirable, that a different system should be used in Ireland from that adopted in Great Britain; and a different system might be used on the broad from that followed on narrow gauge lines.

In the event of the Railway Companies being unable to agree as to what system should be adopted, the Board of Trade might be called upon to decide; and I am unable to see that such decision would in any way free Railway Companies from the consequences of any negligence on their part in properly maintaining it, or destroy any portion of their responsibility. Nothing of the kind occurs with reference to the approval given by the Board of Trade, through their Inspecting Officers, as to the nature of the permanent way laid down, or as to the signals erected for protecting trains at stations or junctions.

Railway Companies should be protected from the improper or unnecessary use of such means of communication, by a penalty being imposed, either by a clause in the Act, or by a byelaw sanctioned by the Board of Trade, for such an offence.

I enclose the whole of the reports which I have received from the different companies, with the exception of the guards' reports, which, in accordance with my arrangements with the Officers of those Companies, I have to return to them.

I have the honour to be, Sir,
Your most obedient servant,
W. Yolland, Colonel.

The Secretary of the Board of Trade,
&c. &c. &c.

LONDON:
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RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 5 March 1868;—*for*,

RETURN "from all the RAILWAY COMPANIES in the UNITED KINGDOM of the Total Amount of LAND held by them, or by COMPANIES Leased by them:"—[With an ANALYSIS, showing the Total Number of Square Miles of Land so held, and the Proportion to the Number of Square Miles in the Country.]

Board of Trade, July 1868. } T. H. FARRER.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed*, 28 *July* 1868.

ANALYSIS of the TOTALS of this RETURN, showing the TOTAL Amount of LAND held by RAILWAY COMPANIES in Square Miles; the Acreage per Lineal Mile for Railways Open; and the Proportion of the Total Number of Square Miles to the Number of Square Miles in *England* and *Wales*, *Scotland* and *Ireland*, respectively.

	Amount of Land held by those Companies whose Railways are Open from whom Returns have been received.		Estimated Amount (calculated upon the Average given in preceding Column) for those Companies whose Lines are Open, but from whom no Return has been received.	Land held by Companies whose Lines are not Open (so far as Returns have been received).	Total Amount of Land held by Railway Companies,	Proportion of Land Occupied by Railways to the whole Area of England, Scotland, and Ireland, respectively.
	TOTAL.	Average Amount per Lineal Mile of Railway.				
	Sq. Miles.	*Acres.*	*Sq. Miles.*	*Sq. Miles.*	*Sq. Miles.*	
IN ENGLAND AND WALES -	184·3	12·97	24·1	4·8	213·2	$\frac{1}{273}$
IN SCOTLAND - - - -	36·5	10·14	·3	1·7	38·5	$\frac{1}{813}$
IN IRELAND - - - -	32·8	11·89	3·4	1·8	38·0	$\frac{1}{853}$
TOTAL in GREAT BRITAIN and IRELAND - -	253·6	* 12·32	27·8	8·3	289·7	$\frac{1}{421}$

* Equal to an average width of land of 102 feet for every Railway; including land for stations, sidings, and other purposes, and surplus land.

RETURN from all the RAILWAY COMPANIES in the UNITED KINGDOM of the Total Amount of LAND held by them, or by COMPANIES Leased by them.

(*The Names of those Companies who have not complied with the above Order are printed at the end of this Return.*)

ENGLAND AND WALES.

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
	A.	R.	P.	A.	R.	P.	
Aberdare	-		-	-		-	*See* Taff Vale.
Aberdare and Central Wales Junction	-		-	-		-	No land has been acquired.
Abergavenny and Monmouth	-		-	-		-	- - ditto.
Abingdon	-		-	-		-	*See* Great Western.
Acton and Brentford	-		-	-		-	No land has been acquired.
Afon Valley	-		-	-		-	- - ditto.
Aldborough Pier and Railway	-		-	-		-	- - ditto.
Alexandra (Newport) Docks	-		-	-		-	- - ditto.
Alford and Mablethorpe	-		-	-		-	- - ditto.
Anglesea Central	109	2	10	—			
Aylesbury and Buckingham	84	2	5	—			
Bala and Dolgelly	-		-	172	0	0	
Barnoldswick	-		-	-		-	No land has been acquired.
Barry	-		-	-		-	- - ditto.
Berks and Hants Extension	-		-	-		-	*See* Great Western.
Birkenhead	586	3	34	—			
Birmingham, Wolverhampton, and Stour Valley	-		-	-		-	*See* London and North Western.
Bishop's Stortford, Dunmow, and Braintree	-		-	199	2	20	
Bishop's Waltham	31	0	7	—			
Blackpool and Lytham	59	2	30	—			
Blyth and Tyne	322	0	8	—			
Bodmin	-		-	1	2	29	
Bodmin and Wadebridge	54	3	0	—			
Bognor	-		-	-		-	*See* London, Brighton, and South Coast.
Bourton-on-the-Water	-		-	-		-	*See* Great Western.
Bradford, Eccleshill, and Idle	-		-	-		-	No land has been acquired.
Brampton and Longtown	-		-	-		-	- - ditto.
Brecon and Llandovery Junction	-		-	-		-	- - ditto.

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
Brecon and Merthyr Tydfil Junction:							
Hereford Section	276	3	11				
Newport and Rhymney Section	207	1	13		—		
Brecon and Merthyr Section	376	2	39¼				
Bridport	-		-	-		-	*See* Great Western.
Bristol and Exeter:							
Main Line, Bristol to Exeter (A. 1,207, R. 1, P. 16)							
Clevedon Branch (A. 50, R. 0, P. 21)							
Weston Branch (Estimate) (A. 20, R. 0, P. 0)	1,793	0	9	-		-	Exclusive of the land acquired for the construction of the Cheddar Valley Branch.
Chard Branch (A. 172, R. 1, P. 30)							
Yeovil Branch (A. 235, R. 3, P. 22)							
Tiverton Branch (A. 107, R. 1, P. 0)							
Bristol and Portishead Pier and Railway	127	1	0		—		
Bristol and South Wales Union	-		-	-		-	*See* Great Western.
Bristol Port, Railway, and Pier	47	3	32		—		
Briton Ferry Floating Dock	46	0	0		—		
Brynmawr and Blaenavon	-		-	-		-	Land purchases not completed.
Buckinghamshire	-		-	-		-	*See* London and North Western.
Buckley	-		-	-		-	*See* Wrexham, Mold, and Connah's Quay.
Burry Port and Gwendreath Valley	-		-	-		-	The Company are unable to make return.
Bury St. Edmund's and Thetford	-		-	11	3	28	
Calne	-		-	-		-	*See* Great Western.
Cannock Mineral	-		-	-		-	*See* London and North Western.
Carmarthen and Cardigan	180	0	0		—		
Central Cornwall	-		-	-		-	No land has been acquired.
Central Wales	242	1	12		—		
Central Wales Extension	322	0	37		—		
Cheshire Lines Joint Committee:							
Godley and Woodley	44	3	16½				
Stockport and Woodley	57	2	21				
Stockport and Timperley	123	2	22¾		—		
Garston and Liverpool	49	7	10¼				
Cheshire Midland	101	0	37				
West Cheshire	-		-	271	2	18½	
Chester and Holyhead	-		-	-		-	*See* London and North Western.
Cockermouth, Keswick, and Penrith	227	1	30		—		
Coleford, Monmouth, Usk, and Pontypool	-		-	-		-	*See* Great Western.
Colnbrook	-		-	-		-	No land has been acquired.
Cornwall	602	0	0		—		
Corwen and Bala	-		-	-		-	*See* Great Western.

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
Coventry and Great Western Junction	-		-	-		-	No land has been acquired.
Cowes and Newport	32	0	0		—		
Croesor and Portmadoc	-		-	-		-	No land has been acquired.
Cromford and High Peak	-		-	-		-	*See* London and North Western.
Dare Valley	25	3	14¼		—		
Dartmouth and Torbay	-		-	-		-	*See* South Devon.
Deal and Dover	-		-	-		-	No land has been acquired.
Denbigh, Ruthin, and Corwen	-		-	-		-	The Company state that the purchase of the whole of the land required has not been completed, and they therefore cannot give a return. The Company is understood to be in Chancery.
Devon and Cornwall	124	0	0		—		
Devon and Somerset	-		-	240	3	12	
Dowlais. (A mineral line only; the property of the Dowlais Iron Company).	17	1	9		—		
East and West Junction	-		-	190	2	10	
East Gloucestershire	-		-	33	3	37½	
East Lincolnshire. (Leased in perpetuity to the Great Northern)	-		-	-		-	*See* Great Northern.
East London	-		-	50	3	19	The Company are in possession of 17 acres 24 perches additional, for which the conveyance has not yet been completed.
East London Eastern Extension	-		-	-		-	No land has been acquired.
East Norfolk	-		-	18	3	28	
Easton and Church Hope	-			-		-	No land has been acquired.
East Somerset	-		-	-		-	*See* Great Western.
Ellesmere and Glyn Valley	-		-	-		-	No land has been acquired.
Ely Valley	-		-	-		-	*See* Great Western.
Evesham and Redditch	164	0	26		—		
Exeter and Crediton	-		-	-		-	*See* London and South Western.
Exmouth Docks and Railway	-		-	33	3	4	Land for docks and railway.
Faringdon	-		-	-		-	*See* Great Western.
Festiniog	38	2	0		—		
Fishguard Railway and Harbour	-		-	-		-	No land has been acquired.
Forcett	-		-	-		-	Company unable to make return.
Furness	1,397	0	0		—		
Garstang and Knot End	-		-	92	0	0	
Gloucester and Dean Forest	-		-	-		-	*See* Great Western.

RAILWAY COMPANIES.	Length.					Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*												
Great Northern:												
Lines Owned.	*Mls.*	*Chs.*	A.	R.	P.	A.	R.	P.	A.	R.	P.	
London to Askern - - -	160	14	3,163	3	26							
Edgware, Highgate, and London.	8	64	185	1	3							
Welwyn to Dunstable - -	17	46	140	3	15							
Welwyn to Hertford - -	7	36	61	0	24							
Wakefield to Leeds - -	9	78	149	0	9							
Wrenthorpe to Batley - -	6	5	93	3	32							
Leeds to Bowling - - -	9	26	119	3	16							
Leister Dyke to Bradford -	1	7	23	2	38							
Branch at Bradford - -	0	59	8	0	13							
Gildersome Branch - -	10	34	119	2	23							
Batley Branch - - -	3	19	41	3	25							
Werrington to Gainsborough -	74	74	1,387	3	3							
Doncaster to Gainsborough -	17	46	275	0	14							
Spalding to March - - -	19	7	249	1	4							
Honington to Lincoln - -	17	17	218	3	30							
Barkstone to Boston - -	27	32	248	3	7							
	391	66	6,487	1	2							
Lines Jointly Owned.												
Bourn and Essendine - -	6	42	37	2	26							
Norwich and Spalding - -	25	52	194	0	30							
Spalding and Bourn - -	9	32	69	2	22							
Methley Branch - - -	5	55	87	3	23							
West Riding and Grimsby -	26	43	266	1	12							
	73	64	655	2	33							
Lines Leased.												
East Lincolnshire - - -	47	28	459	1	13							
Horncastle - - - -	7	25	45	3	33							
Nottingham and Grantham -	21	63	280	1	0							
Royston and Hitchin - -	17	62	195	3	19							
	94	18	981	1	25							
Lines Worked.												
Hatfield and St. Albans - -	5	76	57	2	17							
Ramsey - - - -	5	65	49	1	27							
Spilsby and Firsby - -	4	19	36	1	16							
	16	0	143	1	20							
TOTAL - - -	575	68	8,267	3	0	8,267	3	0	—			
Great North of England Clarence, and Hartlepool Junction -						-		-	-		-	*See* North Eastern.

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
Great Western	14,272	0	0	-		-	This is given as an approximate statement.
Leased Lines.							
Abingdon	16	1	1				
Berks and Hants Extension	250	0	0				
Bourton-on-the-Water	57	0	0				
Bridport	112	0	0				
Bristol and South Wales Union	134	0	0				
Calne	41	0	0				
Corwen and Bala	126	3	10¾				
East Somerset	152	1	22				
Ely Valley	135	0	0				
Faringdon	34	0	0				
Great Western and Brentwood	61	2	30				
Leominster and Kington	122	0	22				
Llangollen and Corwen	94	1	23	-		-	In cases where roods and perches are given, the entry has been made from a return by the Company whose line is leased.
Marlborough	53	0	0				
Milford	50	0	0				
Much Wenlock (Wenlock to Buildwas)	37	0	0				
Ditto (Presthorpe to Wenlock)	31	0	0				
Stratford-upon-Avon	92	0	0				
Stourbridge	185	0	0				
Tenbury and Bewdley	157	3	34				
Vale of Llangollen	65	0	23				
Wallingford and Watlington	18	3	9				
Wellington and Market Drayton	193	1	6				
Wenlock (Marshbrook to Presthorpe)	111	0	0				
Witney	77	0	0				
TOTAL 16,678 A. 3 R. 28¾ P.							
Great Western and Brentford	-		-	-		-	*See* Great Western.
Gwendraeth Valleys	-		-	40	0	0	Estimated.
Hadlow	-		-	-		-	Powers expired.
Halifax and Ovenden Junction	-		-	-		-	Only a very small portion of land has as yet been acquired.
Hatfield and St. Albans	-		-	-		-	*See* Great Northern.
Hatfield Chase Warping and Improvement	-		-	35	0	0	
Hemel Hempstead, and London and North Western	-		-	11	1	6	
Henley-in-Arden	-		-	29	1	37	
Hexham and Allendale	-		-	117	1	2	
Horncastle	-		-	-		-	*See* Great Northern.
Horsham, Dorking, and Leatherhead	-		-	-		-	*See* London, Brighton, and South Coast.
Hounslow and Metropolitan	-		-	-		-	No land has been acquired.
Hoylake	53	0	0	—			
Hull and Selby	-		-	-		-	*See* North Eastern.
Idle and Shipley	-		-	-		-	No land has been acquired.
Ilfracombe	-		-	4	3	26	
Ipswich and Felixstow	-		-	-		-	No land has been acquired.
Isle of Purbeck	-		-	-		-	- - ditto.
Keighley and Worth Valley	-		-	-		-	*See* Midland.
Kendal and Windermere	-		-	-		-	*See* London and North Western.
Kent Coast	-		-	-		-	*See* London, Chatham, and Dover.
Kettering, Thrapstone, and Huntingdon	-		-	-		-	*See* Midland.
Kingsbridge	-		-	18	3	16½	
Kington and Eardisley	-		-	45	0	0	
Knighton	122	2	38	—			
Lancashire and Yorkshire	5,698	2	28	—			

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
Lancashire Union	-		-	259	1	36	
Lancaster and Carlisle	-		-	-		-	*See* London and North Western
Landport and Southsea Tramway	-		-	-		-	No land has been acquired.
Launceston and South Devon	-		-	-		-	*See* South Devon.
Leominster and Kington	-		-	-		-	*See* Great Western.
Liskeard and Caradon. (A Mineral Line only)	56	2	36		—		
Llanelly Railway and Dock:							
The Original Undertaking - Railway	289	0	16¼		—		
The Original Undertaking - Dock	75	2	27		—		
The Carmarthen Line	99	0	12¼		—		
The Swansea Lines	105	0	21		—		
TOTAL - - - 568 A. 3 R. 36½ P.							
Llangollen and Corwen	-		-	-		-	*See* Great Western.
Llantrissant and Taff Vale Junction	60	3	17		—		
London and Blackwall	-		-	-		-	*See* Great Eastern.
London and Greenwich	-		-	-		-	*See* South Eastern.
London and North Western	19,744	0	0	-		-	The length of the lines (including canals) is 1,576 miles, or 12½ acres to the mile.
London and South Western	5,844	0	0		—		
Lines Leased or Worked.							
Stokes Bay, Salisbury and Yeovil, Ringwood and Christchurch, Lymington, Staines and Wokingham, Exeter and Crediton, and Mid-Hants.	1,121	0	0		—		
London, Brighton, and South Coast:	A.	R.	P.				
London and Croydon	139	3	29				
Croydon to Brighton (less South Eastern portion, 5 miles 66 chains).	649	0	28				
Brighton to St. Leonards	368	0	32				
Brighton to Portcreek	391	0	0				
West Croydon to Epsom	92	3	12				
Croydon and Balham	63	2	1				
Norwood and Victoria, and Norwood Spur	94	2	15				
South London	53	0	31				
Epsom Downs Branch	38	2	29				
East Grinstead Branch	79	0	34				
East Grinstead and Groombridge	98	0	29				
Horsham Branch	84	3	0				
Horsham and Guildford	130	2	23				
Mid-Sussex (to Midhurst)	212	2	15				
Arundel and Mid-Sussex	95	2	26				
Littlehampton Branch	24	0	38				
Bognor Branch	24	3	6				
Keymer Branch	103	3	28				
Newhaven Branch	53	1	23				
Seaford Branch	26	0	29				
Shoreham and Henfield	151	0	20				
Groombridge and Tunbridge Wells	48	1	2				
Eastbourne Branch	42	3	0				
Hailsham Branch	33	1	3				
Uckfield Branch	75	0	0				
Horsham, Dorking, and Leatherhead	196	1	37				
South London, Tooting, and Wimbledon	96	1	5				
South London, Mitcham, and Sutton (say)	200	0	0				
Uckfield and Groombridge	220	3	39				
	3,888	3	14				
Joint South Western and Brighton Committee.							
Portcreek to Portsmouth	36	0	0				
Croydon to Wimbledon	33	0	24				
Epsom to Leatherhead	36	2	20				
	3,994	2	18	3,994	2	18	—

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
London, Chatham, and Dover - - - - - - - - - *Lines worked,—* Kent Coast - - - - - - - - - - Sevenoaks, Maidstone, and Tunbridge - - - - Sittingbourne and Sheerness - - - - - -	1,648	3	19¼		—		
Londonderry (Seaham to Sunderland). (Private property) - -	66	1	6		—		
London, Worcester, and South Wales - - - - - -	-		-	-		-	No land has been acquired.
Longtown, Adderley Green, and Bucknall - - - - - -	-		-	-		-	- - ditto.
Lostwithiel and Fowey - - - - - - - - - -	-		-	44	2	2	
Louth and Lincoln - - - - - - - - - - -	-		-	-		-	- - ditto.
Luddenden Valley - - - - - - - - - - -	-		-	-		-	- - ditto.
Ludlow and Clee Hill. (A Mineral Line only) - - - - -	43	1	4		—		
Lugg Valley - - - - - - - - - - - -	-		-	-		-	- - ditto.
Lymington - - - - - - - - - - - -	-		-	-		-	*See* London and South Western.
Macclesfield, Bollington, and Marple - - - - - -	-		-	133	2	30	
Macclesfield, Knutsford, and Warrington - - - - - -	-		-	-		-	No land has been acquired.
Maidstone and Ashford - - - - - - - - - -	-		-	-		-	- - ditto.
Manchester and Milford - - - - - - - - - -	366	1	0		—		
Manchester and Stockport - - - - - - - - -	-		-	-		-	- - ditto.
Manchester, Buxton, Matlock, and Midlands Junction - -	-		-	-		-	*See* Midland.
Manchester, Sheffield, and Lincolnshire - - - - - -	2,804	1	22½		—		
South Yorkshire - - - - - - - - - -	1,003	3	32		—		
Manchester, South Junction, and Altrincham Railway (Joint property of the London and North Western, and Manchester, Sheffield, and Lincolnshire Railway Companies, and worked by a Joint Committee.)	104	3	18		—		
Marlborough - - - - - - - - - - - -	-		-	-		-	*See* Great Western.
Maryport and Carlisle - - - - - - - - - -	487	3	13		—		
Mellis and Eye - - - - - - - - - - -	14	1	35		—		
Merrybent and Darlington - - - - - - - - -	-		-	-		-	No land has been acquired.
Methley Railway - - - - - - - - - - -	85	3	11		—		
Metropolitan and St. John's Wood - - - - - - - -	7	0	32		—		
Mid Hants - - - - - - - - - - - -	-		-	-		-	*See* London and South Western.
Mid-Kent (Bromley to St. Mary's Cray) - - - - - -	-		-	-		-	*See* London, Chatham, and Dover.
Midland - - - - - - - - - - - - - *including,—* Keighley and Worth Valley. Kettering, Thrapstone, and Huntingdon. Manchester, Buxton, Matlock, and Midlands Junction. Midland and Eastern, between Lynn Junction and Sutton Bridge. North Western. Peterborough, Wisbeach, and Sutton. Redditch. Stonehouse and Nailsworth. Tewkesbury and Malvern, and half of the Joint Lines, viz.:— Otley and Ilkley. Furness and Midland.	9,840	0	0	-		-	The approximate quantity.

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
Midland and Eastern	-		-	-		-	*See* Midland and Grea Northern.
Midland and South Western Junction	-		-	43	1	17½	
Mid-Sussex and Midhurst Junction	-		-	-		-	*See* London, Brighton, ar South Coast.
Milford	-		-	-		-	*See* Great Western.
Mistley Thorpe and Walton	-		-	40	2	9	
Mold and Denbigh Junction	-		-	176	1	3	
Monmouthshire Railway and Canal	1,110	0	0	-		-	Being 470 acres in respe of railways, and 640 respect of canals.
Moretonhampstead and South Devon	-		-	-		-	*See* South Devon.
Mowddwy	40	2	4½		—		
Much Wenlock and Severn Junction	-		-	-		-	*See* Great Western.
Muswell Hill Estate	-		-	-		-	No land has been acquire
Nantwich and Market Drayton	100	3	25		—		
Neath and Brecon	372	0	13		—		
Extension to Central Wales Railway	-		-	131	1	1	
Newport Pagnell	83	3	20		—		
Newquay and Cornwall Junction	-		-	20	1	2	
North and South Western Junction	68	3	28		—		
North Eastern *including,—* Great North of England, Clarence and Hartlepool Junction. Hull and Selby.	15,104	0	0	-		-	This quantity is as near as can be estimated.
North Kent Railway Extension	-		-	-		-	No land has been acquire
North London	150	2	2		—		
North Metropolitan	-		-	-		-	- - ditto.
North Staffordshire	1,899	0	35		—		
Northumberland Central	-		-	112	1	2	
North Union (Joint portion)	86	3	0		—		
North Western	-		-	-		-	*See* Midland.
North Western and Charing Cross	-		-	-		-	Line abandoned.
Norwich and Spalding	-		-	-		-	*See* Great Northern
Nottingham and Grantham Railway and Canal	-		-	-		-	- - ditto.
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	100	0	23		—		
Pembroke and Tenby	274	0	10¾		—		
Penarth Harbour, Dock, and Railway	467	3	11		—		
Peterborough, Wisbeach, and Sutton	-		-	-		-	*See* Midland.
Petersfield and Bishop's Waltham	-		-	-		-	No land has been acquired
Pontypool, Caerleon, and Newport	-		-	20	3	7	
Poole and Bournemouth	-		-	-		-	- - ditto.
Presteign, Clun, and Bishop's Castle	-		-	-		-	- - ditto.

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
Preston and Longridge Railway Joint Committee	68	0	0		—		
Preston and Wyre	365	0	0		—		
Ramsey	-		-	-		-	*See* Great Northern.
Redditch	-		-	-		-	*See* Midland.
Redruth and Chasewater (a Mineral Line only)	30	0	0		—		
Redruth and Falmouth Junction	-		-	-		-	No land has been acquired.
Rhondda Valley and Hirwain Junction	-		-	-		-	- - ditto.
Rhymney	443	1	10		—		
Ribblesdale	-		-	-		-	- - ditto.
Rickmansworth, Amersham, and Chesham	-		-	-		-	- - ditto.
Ringwood, Christchurch, and Bournemouth	-		-	-		-	*See* London and South Western.
Ross and Monmouth	-		-	-		-	No land has been acquired.
Royston and Hitchin	-		-	-		-	*See* Great Northern.
Ryde Pier Railways	-		-	23	1	26	
Saffron Walden	71	1	20		—		
Salisbury and Dorset Junction	168	0	0		—		
Salisbury and Yeovil	-		-	-		-	*See* London and South Western.
Salisbury Railway and Market House	2	0	34		—		
Saltash and Callington	-		-	-		-	No land has been acquired.
Seaton and Beer	36	2	27		—		
Sevenoaks, Maidstone, and Tunbridge	-		-	-		-	*See* London, Chatham, and Dover.
Severn Junction	-		-	-		-	Works not commenced.
Severn Valley	-		-	-		-	*See* Great Western.
Shrewsbury and Hereford	625	2	6		—		
Shrewsbury and Welchpool	201	2	2		—		
Shrewsbury and Wellington	119	1	18		—		
Shrewsbury General Station	17	2	0		—		
Chester General Station	63	0	25		—		
Hereford General Station	24	0	0		—		
Shropshire Union Railways and Canal	-		-	-		-	*See* London and North Western.
Sittingbourne and Sheerness	104	0	36	-		-	Surplus lands. The land on which the railway is constructed is included in returns by London, Chatham, and Dover.
Skipton and Wharfdale	-		-	-		-	No land has been acquired.
Somerset and Dorset:	A.	R.	P.				
Burnham Branch	12	0	32				
Highbury to Glastonbury	98	3	15				
Glastonbury to Wells	41	0	24				
Wells Junction to Wyke	100	2	18				
Wyke to Blandford	179	0	6				
Blandford to Wimborne	96	3	11				
	528	2	26				
Surplus Land	55	3	21				
	584	2	7		—		

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
South Devon	745	0	0		—		
Launceston and South Devon	154	0	0		—		
Moretonhampstead and South Devon	134	0	0		—		
Dartmouth and Torbay	107	0	0		—		
South Eastern	4,500	0	0		—		
South Leicestershire	-		-	-		-	*See* London and N Western.
South Staffordshire	-		-	-		-	- - ditto.
South Wales Mineral	129	0	39		—		
South Yorkshire and River Dun	-		-	-		-	*See* Manchester, Sheffi and Lincolnshire.
Spilsby and Firsby	-		-	-		-	*See* Great Northern.
Stafford and Uttoxeter	146	1	20		—		
Staines, Wokingham, and Woking	1	0	0	-		-	*See also* London and So Western.
Stamford and Essendine	120	2	11		—		
Stoke's Bay Railway and Pier	-		-	-		-	*See* London and So Western.
Stonehouse and Nailsworth	-		-	-		-	*See* Midland.
Stourbridge	-		-	-		-	*See* Great Western.
Stratford-upon-Avon	-		-	-		-	- - ditto.
Sunningdale and Cambridge Town	-		-	-		-	No land has been acquire
Swansea Vale	222	0	0		—		
Swansea Vale and Neath and Brecon Junction	-		-	69	1	28	
Taff Vale	624	3	23¼		—		
Aberdare	78	2	39½		—		
Talacre Pier and Harbour	-		-	-		-	- - ditto.
Talyllyn	33	0	0		—		
Tees Valley	-		-	51	2	22	
Teign Valley	-		-	47	1	4	
Teme Valley	-		-	-		-	- - ditto.
Tenbury	51	3	30		—		
Tenbury and Bewdley	-		-	-		-	*See* Great Western.
Tendring Hundred	142	2	34		—		
Tewkesbury and Malvern	-		-	-		-	*See* Midland.
Thorpe and Great Clacton Railway and Pier	-		-	-		-	No land has been acquire
Tiverton and North Devon	-		-	-		-	Company is stated to defunct.
Torbay and Brixham	12	0	27		—		
Tottenham and Hampstead Junction	-		-	99	1	21	
Trent, Ancholme, and Grimsby	148	1	26½		—		
Uxbridge and Rickmansworth	-		-	-		-	No land has been acquire
Vale of Clwyd	131	3	0		—		

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
ENGLAND AND WALES—*continued.*	A.	R.	P.	A.	R.	P.	
Vale of Crickhowell	-		-	-		-	No land has been acquired.
Vale of Llangollen	-		-	-		-	*See* Great Western.
Vale of Towy	90	1	0½		—		
Victoria Station and Pimlico	-		-	-		-	Leased to the London, Chatham, and Dover, and the Great Western.
Wallingford and Watlington	-		-	-		-	*See* Great Western.
Warrington and Stockport	-		-	-		-	*See* London and North Western.
Watford and Rickmansworth	-		-	-		-	- - ditto.
Weald of Kent	-		-	-		-	No land has been acquired.
Wellington and Drayton	-		-	-		-	*See* Great Western.
Wellington and Severn Junction	-		-	-		-	- - ditto.
Wenlock	-		-	-		-	- - ditto.
West Cornwall and Branches	348	0	0	-	—		
West London Extension	114	3	0	-	—		
West Somerset Mineral	98	0	18	-	—		
Weymouth and Portland	75	1	14	-	—		
Whitby, Redcar, and Middlesborough Union	-		-	-		-	No land has been acquired.
Whitehaven, Cleator, and Egremont	200	0	0	-	—		
Willoughby d'Eresby's, Lord. (Edenham to Little Bytham)	18	1	6	-	—		
Wilts and Gloucestershire	-		-	-		-	- - ditto.
Wiltshire	-		-	-		-	Works not commenced.
Wimbledon and Croydon	-		-	-		-	*See* London, Brighton, and South Coast.
Winchcomb and Midland	-		-	-		-	No land has been acquired.
Witney	-		-	-		-	*See* Great Western.
Wivenhoe and Brightlingsea	50	0	0		—		
Wolverhampton and Walsall	-		-	50	2	0¼	
Worcester, Bromyard, and Leominster	-		-	121	0	0	
Worcester, Dean Forest, and Monmouth	-		-	12	0	0	
Wrexham and Minera	-		-	37	0	0	
Wrexham, Mold, and Connah's Quay	144	1	6¾		—		
Buckley	42	1	19		—		
Wye Valley	-		-	-		-	No land has been acquired.
TOTAL for ENGLAND and WALES	118,006	2	12½ equal to 184·3 sq. miles.	3,113	2	24¼ equal to 4·8 sq. miles.	

SCOTLAND.

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
	A.	R.	P.	A.	R.	P.	
Aboyne and Braemar	63	2	9		—		
Alyth	-		-	-		-	*See* Caledonian.
Arbroath and Forfar	-		-	-		-	- - ditto.
Ayr and Maybole	-		-	-		-	*See* Glasgow and South Western.
Berwickshire	-		-	-		-	*See* North British.
Blane Valley	-		-	-		-	- - ditto.
Bo'ness and Grangemouth	-		-	-		-	No land has been acquired.
Broxburn	-		-	-		-	- - ditto.
Busby	99	1	11		—		
Caithness	-		-	-		-	No land yet acquired.
Caledonian	6,409	2	20	413	0	7	
Callander and Oban	-		-	175	3	9	
Carlisle and Silloth Bay	-		-	-		-	*See* North British.
City of Glasgow Union	-		-	22	0	23	
Crieff and Comrie	-		-	-		-	No land has been acquired.
Crieff and Methven Junction	71	3	12		—		
Crofthead and Kilmarnock Extension	-		-	146	0	25½	
Deeside	201	0	21		—		
Devon Valley	-		-	-		-	*See* North British.
Dingwall and Skye	-		-	-		-	No land has been acquired.
Edinburgh and Bathgate	-		-	-		-	*See* North British.
Esk Valley	-		-	-		-	- - ditto.
Findhorn	-		-	-		-	*See* Highland.
Forth and Clyde Junction	264	2	7		—		
Girvan and Portpatrick Junction	-		-	-		-	No land has been acquired.
Glasgow and Milngavie Junction	31	2	32¾		—		
Glasgow and South Western	2,630	—	—		—		
Great North of Scotland:							
Main Line	493	3	37				
Branch Lines:							
Formartine and Buchan	436	3	10¼				
Alford Valley	109	3	13¾				
Old Meldrum	28	3	38¾	-		-	*See* also Deeside and Aboyne and Braemar.
Aberdeen and Turriff	153	0	18¾				
Banff Extension	81	1	12¾				
Keith and Dufftown	67	3	10¼				
Stathspey	278	3	27½				
Banffshire	120	1	15½				
TOTAL - - - 1,771 A. 0 R. 24½ P.							

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
SCOTLAND—*continued.*	A.	R.	P.	A.	R.	P.	
Greenock and Ayrshire	-		-	145	2	0	
Greenock and Wemyss Bay	107	2	30¾		—		
Highland	2,120	–	–		—		
Findhorn	20	–	–				
Kilmarnock and Troon	-		-	-		-	*See* Glasgow and South Western.
Leslie	-		-	-		-	*See* North British.
Montrose and Bervie	-		-	-		-	*See* Caledonian
Morayshire:							
Elgin to Lossiemouth	60	1	36				
Orton to Dandaleith	36	1	13		—		
Elgin to Rothes	68	0	25½				
Craigellachie Junction	4	1	19				
Newport	-		-	-		-	No land has been acquired.
North British	7,172	0	8				
Lines Leased: Esk Valley, Blane Valley, Carlisle and Silloth Bay, Bathgate and Peebles Railways.	974	0	7		—		
Lines Worked: Devon Valley, Leslie, St. Andrew's, and Berwickshire Railways.	446	2	21				
Peebles	-		-	-		-	*See* North British.
Port Carlisle Dock and Railway	-		-	-		-	ditto.
Portpatrick	562	2	25		—		
St. Andrew's	-		-	-		-	*See* North British.
Solway Junction	-		-	195	0	0	
Sutherland	205	0	0		—		
TOTAL for SCOTLAND	23,320	1	2½ equal to 36·5 sq. miles.	1,097	2	24½ equal to 1·7 sq. miles.	

IRELAND.

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.			Amount of Land held by Railway Companies no part of whose Lines are yet Open.			REMARKS.
	A.	R.	P.	A.	R.	P.	
Athenry and Ennis Junction	-		-	306	2	29	
Athenry and Tuam	-		-	-		-	*See* Midland Great Western.
Bagenalstown and Wexford	-		-	-		-	*See* Waterford, New Ross, and Wexford Junction.
Banbridge Extension	-		-	94	3	14	
Banbridge Junction	-		-	-		-	*See* Dublin and Belfast Junction.
Banbridge, Lisburn, and Belfast	-		-	-		-	*See* Ulster.
Belfast and County Down	509	0	19		—		
Belfast and Northern Counties	1,090	3	33		—		
Belfast Central	-		-	38	0	29½	
Belfast, Holywood, and Bangor	146	0	12		—		
Bray and Enniskerry	-		-	-		-	No land has been acquired.
Carrickfergus and Larne	143	3	6		—		
Clonmel, Lismore, and Dungarvan	-		-	-		-	- - ditto.
Cork and Bandon	200	0	0		—		
Cork and Limerick Direct	112	3	25		—		
Cork and Macroom Direct	175	1	28		—		
Cork, Blackrock, and Passage	106	1	17		—		
Downpatrick and Newry	-		-	-		-	- - ditto.
Downpatrick, Dundrum, and Newcastle	-		-	-		-	- - ditto.
Dublin and Antrim Junction	-		-	257	1	16	
Dublin and Baltinglass Junction	-		-	-		-	- - ditto.
Dublin and Belfast Junction	841	3	12		—		
Banbridge Junction	82	2	26		—		
Dublin and Drogheda	836	2	23		—		
Dublin and Kingstown	-		-	-		-	*See* Dublin, Wicklow, and Wexford.
Dublin and Meath:							
Clonsilla to Navan	145	2	16		—		
Kilmessan to Athboy	75	1	22				
Dublin Metropolitan Junction Railways	-		-	-		-	No land has been acquired.
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	-		-	-		-	- - ditto.
Dublin Trunk Connecting	-		-	2	2	0	
Dublin, Wicklow, and Wexford	1,222	0	0		—		
Dublin and Kingstown	60	0	0				
Enniskillen, Bundoran, and Sligo	372	1	0		—		

RAILWAY COMPANIES.	Amount of Land held by Railway Companies whose Lines are Open or partly Open.	Amount of Land held by Railway Companies no part of whose Lines are yet Open.	REMARKS.
IRELAND—*continued.*	A. R. P.	A. R. P.	
inn Valley	91 1 36	—	
reat Northern and Western of Ireland	- -	- -	*See* Midland Great Western.
reat Southern and Western of Ireland	5,213 3 25	—	
ilkenny Junction	- -	- -	*See* Waterford and Central Ireland.
etterkenny	- -	187 1 4	
merick and Castleconnell	81 2 26	—	
merick and Ennis	102 0 28	—	
merick and Foynes	269 0 12	—	
ondonderry and Coleraine	332 3 0	—	
ondonderry and Enniskillen	—	—	
ondonderry and Lough Swilly	120 1 27	—	
idland Counties and Shannon Junction	- -	225 2 19	
idland Great Western of Ireland	3,300 0 0	—	
Athenry and Tuam	165 0 32		
Great Northern and Western	1,216 0 0		
avan and Kingscourt	- -	- -	No land has been acquired.
ewry and Armagh	291 0 31	—	
ewry and Greenore	- -	14 3 1	
ewry, Warrenpoint, and Rostrevor	71 2 5	—	
arsonstown and Portumna Bridge	93 0 1	—	
ortadown, Dungannon, and Omagh Junction	- -	- -	*See* Ulster.
igo and Ballaghaderreen Junction	- -	- -	No land has been acquired.
outhern	- -	57 1 36	
lster	925 2 3½	—	
Portadown, Dungannon, and Omagh	521 0 27		
Banbridge, Lisburn, and Belfast	184 1 26		
aterford and Central Ireland	308 2 5	—	
Kilkenny Junction	228 0 6½		
aterford and Limerick	1,036 0 0	—	
aterford and Tramore	68 0 0	—	
aterford and Wexford	- -	- -	- - ditto.
aterford, Lismore, and Fermoy	- -	- -	- - ditto.
aterford, New Ross, and Wexford Junction	- -	- -	No land has been acquired for this line.
Bagenalstown and Wexford	257 2 0	—	
TOTAL for IRELAND	20,998 2 10 equal to 32·8 sq. miles.	1,184 2 28½ equal to 1·8 sq. miles.	
GENERAL TOTAL for GREAT BRITAIN and IRELAND	162,325 1 25 equal to 253·6 sq. miles.	5,395 3 37¼ equal to 8·3 sq. miles.	

No RETURNS have been received from the following RAILWAY COMPANIES.

COMPANIES whose LINES are Open or partly Open.

ENGLAND:

Bishops Castle.

Cambrian.
Carnarvonshire.
Colchester, Stour Valley, Sudbury, and Halstead.
Colne Valley and Halstead.
Cowbridge.
Crystal Palace and South London Junction.

Ely, Haddenham, and Sutton.

Great Eastern.

Hayling.

Isle of Wight.

Llynvi and Ogmore.
London, Tilbury, and Southend.
Lynn and Hunstanton.

Metropolitan.
Midland Counties and South Wales.
Mid-Wales.

ENGLAND—*continued.*

Potteries, Shrewsbury, and North Wales.
Sirhowy.

West Norfolk Junction.
West Somerset.

SCOTLAND:

Leven and East of Fife.

IRELAND:

Cork and Kinsale Junction.

Irish North Western.

Rathkeale and Newcastle Junction.

West Cork.

COMPANIES whose LINES are not Open.

ENGLAND:

Beddgelert.
Bedford and Northampton.
Bideford, Appledore, and Westward Ho'.
Birmingham and Sutton Coldfield Extension.
Bridgnorth, Wolverhampton, and Staffordshire.
Bristol and North Somerset.
Bristol Port Extension.
Buckfastleigh, Totnes, and South Devon.
Bude Canal and Launceston Junction.

Cannock Chase and Wolverhampton.
Carmarthenshire.
Carnarvon and Llanberis.
Chester and West Cheshire Junction.
Chichester and Midhurst.
Corris.

Daventry.
Delabole Railway and Bossinney Harbour.
Disley and Hayfield.
Drayton Junction.

Elham Valley.

Fareham and Netley.
Forest of Dean Central.
Fulham.

Halesowen and Bromsgrove Branch Railways.
Harborne.
Hawes and Melmerby.
Holywell.

Isle of Purbeck.

King's Lynn Docks and Railway.

Laugharne.

Mersey Pneumatic.
Metropolitan District.

ENGLAND—*continued.*

Milford Haven Dock and Railway.
Minehead.

Newport and Usk.
New Romney.
North and South Wiltshire Junction.
North London, Highgate, and Alexandra Park.

Ryde Station.

St. Ives and West Cornwall Junction.
Scarborough and Whitby.
Sidmouth and Budleigh Salterton.
Sidmouth Railway and Harbour.
Southam.
South Essex.
South Northumberland.
Southsea.
South Wales and Great Western Direct.
Swansea and Aberyswith Junction.

Tamar, Kit Hill, and Callington.
Thetford and Watton.

Wantage and Great Western Junction.
Waterloo and Whitehall.
West Bromwich and Walsall.
West Grinstead, Cuckfield and Hayward's Heath Junction
West Sussex Junction.

IRELAND:

Dundalk and Greenore.

Kilrush and Kilkee, and Poulnasherry Reclamation.

Limerick and North Kerry Junction.

Parsonstown and Portumna Bridge Extension.

Waterford and Passage.

RAILWAYS.

RETURN from all the RAILWAY COMPANIES in the UNITED KINGDOM of the Total Amount of LAND held by them, or by COMPANIES Leased by them; with an ANALYSIS, showing the Total Number of Square Miles of Land so held, and the Proportion to the Number of Square Miles in the Country.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed,*
28 *July* 1868.

485. *Under 2 oz.*

FAREHAM AND NETLEY RAILWAY BILL (1868).

RETURN to an Order of the Honourable The House of Commons, dated 24 April 1868;—*for*,

COPY "of CORRESPONDENCE between the Board of Trade and the Admiralty and other Persons relative to 'FAREHAM and NETLEY RAILWAY BILL (1868).'"

Board of Trade, 30 April 1868.

T. H. FARRER.

— No. 1. —

(H. 547.)

The Assistant Secretary, Harbour Department, Board of Trade, to the Secretary to the Admiralty.

Board of Trade, Harbour Department,
Whitehall, 9 March 1868.

Sir,

Fareham and Netley Railway Bill.

I AM directed by the Board of Trade to acquaint you, for the information of the Lords Commissioners of the Admiralty, that a Bill has been introduced into Parliament under the above title to extend the time for the completion of the works authorised by "The Fareham and Netley Railway Act, 1865," which is on the point of expiring. By that enactment, the Fareham and Netley Railway Company were authorised to construct a Railway viaduct over the River Hamble a little way above the town of Hamble. The dimensions of this viaduct, as originally proposed, were 17 arches, each 30 feet span, but with an undefined headway over high water-mark, but a clause was subsequently introduced into the Act, which compelled the Railway Company to provide an opening of not less than 50 feet in clear width on the square and with 24 feet clear headway above high water-mark when closed, and conferred on this Board power to insist on a still wider span if they think fit.

The works have, however, never been commenced, and from the experience of the Board of Trade as to the working of opening bridges of this description, both as regards the safety of railway travelling and the obstruction of navigation, it is a question whether in the end the navigation of the river would not be practically closed to any but the very smallest craft, even with the enlarged opening bridge which the Board of Trade have power to insist on.

The question of the importance of preserving intact a piece of tidal water in the vicinity of the Harbour of Portsmouth has been raised in this Department; and the Board of Trade, therefore, feel bound to call the attention of the Lords Commissioners of the Admiralty to the Bill now before Parliament, in order that their Lordships may take such steps, if any, as they may think necessary in the matter.

A proof of the Report which the Board of Trade intend to make to Parliament upon the Bill is enclosed.

I have, &c.
(signed) *C. Cecil Trevor.*

The Secretary to the Admiralty.

Enclosure in No 1.

RAILWAY, &c. BILLS.

1868.

REPORT OF THE BOARD OF TRADE.

FAREHAM AND NETLEY RAILWAY BILL.

Interference with Tidal Waters.

By this Bill it is proposed to extend for three years the time for the construction of the Railway and works authorised by "The Fareham and Netley Railway Act, 1865." Among the works authorised by that Act was—

> Railway No. 1, crossing the river Hamble a little above the village of Hamble, by a viaduct of 17 arches, each of 30 feet span, and of an average height of 36 feet.

By Section 21 of that Act it was enacted that, "in carrying the Railway over the River Hamble, the Company shall provide and maintain an opening bridge of not less than 50 feet in clear width on the square over the channel of the said river, and with a clear headway, when closed, of not less than 24 feet above the ordinary high water at spring tides: Provided always, that nothing herein contained shall limit or prevent the Board of Trade from requiring an arch of a wider span, if they shall think it necessary."

In addition to the obstruction to navigation and the danger to the public caused by opening bridges, it is a question whether Parliament should not reconsider the decision come to in 1865, and decline to sanction the Railway crossing the river at the place proposed, interfering as it does most injuriously with a very capable sea creek.

The navigable conditions of this river are unusually favourable, on account of its freedom from obstructions; for it maintains a clear channel from 300 to 500 feet wide, having a depth of from 12 to 24 feet at low water, and a spring tide rise of 13 feet, with ample space on either side for any amount of dock area; and however little demand there may be at present for utilizing such advantages, it is by no means improbable that eventualities may hereafter arise to render the accommodation afforded by the river specially valuable for commercial purposes.

The 21st Section of the Act of 1865 gives power to the Board of Trade to require a wider opening than 50 feet, if considered necessary; but to whatever practical extent this power be carried, it would never obviate the serious objection that must remain, and it would be desirable that the powers under the present Act should be allowed to expire, and that any railway to connect Fareham and Netley should be made to cross the Hamble near to the present bridge, where it would not interfere with navigation.

Board of Trade,
5 March 1868.

T. H. Farrer.

— No. 2. —

(H. 1175.)

The Secretary to the Admiralty to the Assistant Secretary, Harbour Department, Board of Trade.

Sir, Admiralty, 19 March 1868.

I am commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 9th instant, H. 547, having reference to the Fareham and Netley Railway Bill.

In reply I am to acquaint you that, although the River Hamble is not within the limits of Admiralty jurisdiction, my Lords concur in the opinions expressed in the Report of the Board of Trade, under date the 5th instant.

I am, &c.
(signed) *Henry G. Lennox.*

The Assistant Secretary,
Harbour Department, Board of Trade.

— No. 3. —

(H. 1175.)

The Assistant Secretary, Harbour Department, Board of Trade, to the Secretary to the Admiralty.

Board of Trade, Harbour Department,
Whitehall, 21 March 1868.

My Lord,

Fareham and Netley Railway Bill.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 19th instant, stating that the Lords Commissioners of the Admiralty concur in the opinion expressed by the Board in their Report to Parliament on the above Bill, and in reply I am to acquaint you that they have transmitted a copy of your letter to Lord Redesdale and to Mr. Dodson, M.P., but that the Board of Trade are of opinion that any further action which it may be advisable to take in the matter should come from the Lords Commissioners.

I am, &c.
(signed) *C. Cecil Trevor.*

The Secretary to the Admiralty.

— No. 4. —

(H. 1175.)

The Assistant Secretary, Harbour Department, Board of Trade, to *J. G. Dodson*, Esq., M.P., Chairman of Committees, House of Commons.

Board of Trade, Harbour Department,
Whitehall, 21 March 1868.

Sir,

Fareham and Netley Railway Bill.

WITH reference to the Report of this Board to the House of Commons on the subject of the above-mentioned Bill, in return to an Order of the House, dated 10th March 1868, I am directed by the Board of Trade to transmit to you the accompanying copy of a letter received from the Secretary to the Admiralty in reply to a letter from the Board calling the attention of the Lords Commissioners of the Admiralty to the probable effects of the works authorised by the Bill, from which it appears that the Lords Commissioners concur in the opinions expressed by the Board of Trade in their Report.

I am, &c.
(signed) *C. Cecil Trevor.*

J. G. Dodson, Esq., M.P.,
House of Commons.

— No. 5. —

(H. 1175.)

The Assistant Secretary, Harbour Department, Board of Trade, to the Lord *Redesdale*, House of Lords.

Board of Trade, Harbour Department,
Whitehall, 26 March 1868.

My Lord,

Fareham and Netley Railway Bill.

WITH reference to the Report of the Board to the House of Lords on the subject of the above-mentioned Bill, in return to an Order of the House, dated 9th March 1868, I am directed by the Board of Trade to transmit to you the accompanying copy of a letter received from the Secretary to the Admiralty in reply to a letter from the Board calling the attention of the Lords Commissioners of the Admiralty to the probable effects of the works authorised by the Bill, from which it appears that the Lords Commissioners concur in the opinions expressed by the Board of Trade in their Report.

I am, &c.
(signed) *Robert G. W. Herbert.*

The Lord Redesdale,
House of Lords.

— No. 6. —

(H. 1216.)

J. G. Dodson, Esq., M.P., to the Assistant Secretary, Harbour Department, Board of Trade.

Sir, House of Commons, 23 March 1868.

I AM directed by the Chairman of Ways and Means to acknowledge the receipt of your letter of the 21st instant, enclosing the copy of a letter from the Secretary to the Admiralty on the subject of the Fareham and Netley Railway Bill, and I am to inform you that that letter shall be laid before the Committee on the Bill.

I have, &c.
(signed) *Felix H. Webber.*

The Assistant Secretary,
Harbour Department, Board of Trade.

— No. 7. —

(H. 1279.)

The Secretary to the Admiralty to the Assistant Secretary Harbour Department, Board of Trade.

Sir, Admiralty, 27 March 1868.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your further letter of the 21st instant, H. 1175, having reference to the Fareham and Netley Railway Bill.

In reply, I am to acquaint you for the information of the Board of Trade, that as the River Hamble is not within the limits of Admiralty jurisdiction, my Lords were under the impression that the Board of Trade sought the opinion of this Department with a view to strengthen their own opposition to the measure which appears likely to be injurious to commercial interests, but not to those of the navy, and that under those circumstances my Lords are not prepared to take any initiative steps in opposition to the Bill.

I am, &c.
(signed) *Henry G. Lennox.*

The Assistant Secretary,
Harbour Department, Board of Trade.

FAREHAM AND NETLEY RAILWAY BILL (1868).

COPY "of CORRESPONDENCE between the Board of Trade and the Admiralty and other Persons relative to 'FAREHAM and NETLEY RAILWAY BILL (1868).'"

(*Lord John Hay.*)

Ordered, by The House of Commons, *to be Printed,*
8 *May* 1868.

253.

Under 1 *oz.*

METROPOLITAN BOARD OF WORKS AND METROPOLITAN DISTRICT RAILWAY COMPANY.

RETURN to an Order of the Honourable The House of Commons, dated 19 March 1868;—*for*,

COPY "of the AWARD of Mr. *Hawkshaw*, the Arbitrator appointed by the Board of Trade, on the Questions between the METROPOLITAN BOARD of WORKS and the METROPOLITAN DISTRICT RAILWAY COMPANY."

By Order,

Spring Gardens, 24 March 1868.

JOHN POLLARD, Clerk of the Board.

TO all to whom these presents shall come, I, *John Hawkshaw*, of No. 33, Great George-street, in the City of Westminster, send Greeting:—

WHEREAS under or by virtue of "The Thames Embankment Act, 1862," the Metropolitan Board of Works were authorised to make certain improvements and works in the said Act mentioned. AND WHEREAS under or by virtue of an another Act of Parliament, called "The Metropolitan District Railways Act, 1864," the Metropolitan District Railway Company, hereinafter called "The Company," were authorised to construct certain Railways and Works specified or referred to in the said last-mentioned Act. AND WHEREAS by the 42nd section of such Act, it was enacted as follows, *i. e.*, "That the Embankment "and road mentioned in 'The Thames Embankment Act, 1862,' to be formed "opposite to the City of London Gaslight and Coke Company and Whitefriars "Dock, shall be so constructed as shall best suit the formation of the Railway "and Works hereby authorised, and the said Embankment and roadway, and "the convenience of the said Gasworks and Dock, and as shall be agreed upon "between the engineers for the time being of the said Board (meaning thereby "the Metropolitan Board of Works) and of the Railway Company (meaning "thereby the said Metropolitan District Railways Company), anything in the "same Act contained notwithstanding, subject, nevertheless, to such arbitration "as is hereinafter provided for in case of difference between the engineers." AND WHEREAS by the 62nd section of the said Act it was enacted as follows: "Subject to the provisions of this Act, if any difference shall arise "between the engineer of the said Board and the engineer of the Company "with respect to the mode of construction of the Railway and Works in connec-"tion with the said Embankment and Street, such difference shall from time to "time be determined by an engineer to be appointed by the common consent "of the Board and the Company, or in default of such consent, by the Board of "Trade." AND WHEREAS a difference has arisen between the Engineer of the Metropolitan Board of Works and the Engineer of the Company, with respect to the mode of constructing the said portion of the said Embankment and roadway specified in the said 42nd section of the said "Metropolitan District Railways Act, 1864." AND WHEREAS the Metropolitan Board of Works on or about the Thirty-first day of July One thousand Eight hundred and Sixty-seven, and after the said difference had arisen, gave notice in writing to the Company requiring them to approve one of certain engineers named in the said notice, or to propose some other engineer, to be the engineer to determine the said difference, but the Company neglected to approve, and did not approve, of any of the engineers named in the said notice, or propose any other engineer to be the engineer to determine the said difference, and the Company have not consented

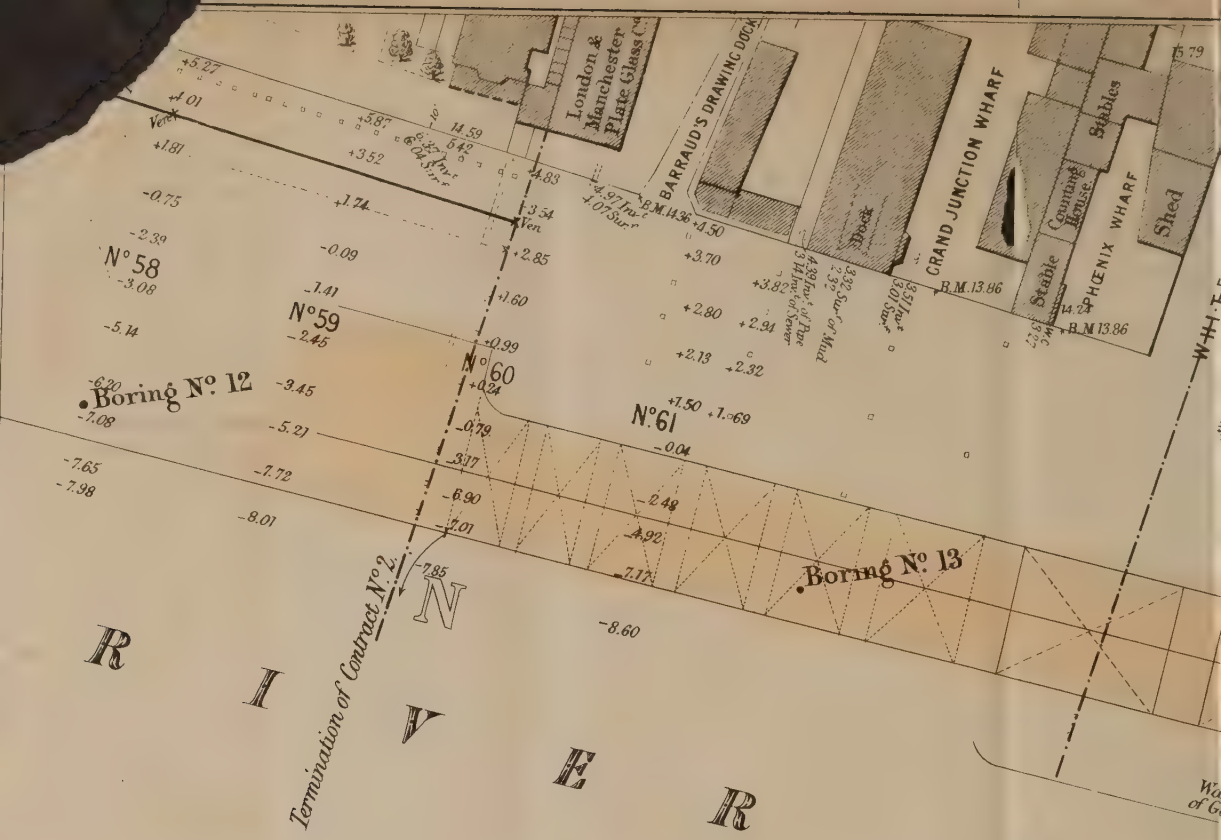
 to

to the appointment of any engineer to determine the said difference as aforesaid. And whereas on or about the Fifteenth day of August One thousand Eight hundred and Sixty-seven the Metropolitan Board of Works applied to the Board of Trade to appoint an engineer to be the arbitrator in the matter of the said difference. And whereas the Lords of the Committee of Privy Council for Trade did thereupon, by memorandum in writing, under the hand of Robert George Herbert, an assistant secretary of the said Committee, dated the 25th day of September One thousand Eight hundred and Sixty-seven, nominate and appoint me, the said John Hawkshaw, to be the engineer to determine such difference. Now know ye that I, the said arbitrator, having taken upon me the burden of this reference, and having duly weighed and considered the allegations made in behalf of the said parties, and also the proofs, vouchers, and documents given in evidence before me, do hereby make and publish my award of and concerning the premises as follows; that is to say, I award, order, and direct that the said portion of the said Embankment and roadway shall be constructed in accordance with the Plan annexed to this my award, and I direct that the said plan shall be taken and considered as part of this my award. As witness my hand this Second day of March One thousand Eight hundred and Sixty-eight.

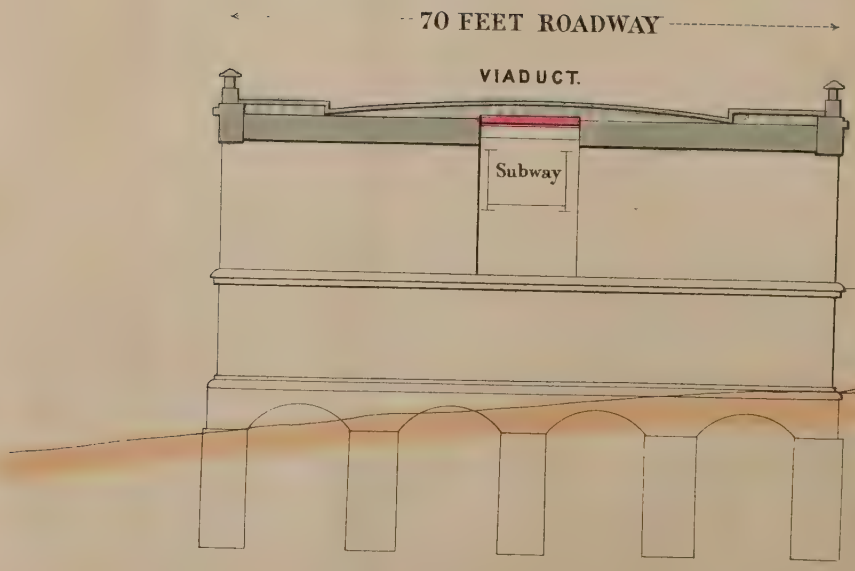
(signed) *John Hawkshaw.*

Signed and published by the within-named John Hawkshaw, in the presence of—

(signed) *W. Meyrick,*
4, Storey's Gate, Westminster.



SECTION



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METROPOLITAN BOARD OF WORKS AND METROPOLITAN DISTRICT RAILWAY COMPANY.

COPY of the AWARD of Mr. *Hawkshaw*, the Arbitrator appointed by the Board of Trade, on the Questions between the METROPOLITAN BOARD of WORKS and the METROPOLITAN DISTRICT RAILWAY COMPANY.

(*Mr. Hankey.*)

Ordered, by The House of Commons, *to be Printed,*
26 *March* 1868.

[*Price* 6 *d.*]

172.

Under 1 *oz.*

NUNEATON RAILWAY STATION.

RETURN to an Order of the Honourable the House of Commons, dated 19 February 1868;—*for*,

COPY "of all Reports of Colonel *Yolland*, R.E., to the Board of Trade, with respect to the NUNEATON RAILWAY STATION and LEVEL CROSSING."

— No. 1. —

REPORT of Colonel *Yolland*, R. E., to the Board of Trade, dated 10 January 1865.

Railway Department, Board of Trade,
Whitehall, 10 January 1865.

Sir,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, that in obedience to your minute of the 15th ultimo, I have inspected the level crossing on the Trent Valley section of the London and North Western Railway, at Nuneaton Station, complained of by Mr. Newdegate, in his letter of the 13th ultimo, on behalf of the inhabitants of that town. 2.

I met Mr. Newdegate and some of the inhabitants of Nuneaton, and the superintendent and resident engineer of the London and North Western Railway, at the level crossing, on the 31st ultimo.

The railway station is situated on the western side of the level crossing of the Coventry and Leicester turnpike road, and the passenger platforms commence about 20 yards west of the level crossing gates, which are constructed to close alternately the two lines of rails laid across the road, and the road. There is also a wicket gate on each side for foot passengers, to be used when the large gates are closed across the road. The level crossing gates are attended to by day and night gatemen. The platforms are undoubtedly placed too close to the level crossing.

The great bulk of the station accommodation is situated west of the level crossing, but there are sidings, and the cattle pens are on the eastern side.

The Coventry branch of the London and North Western Railway, and the South Leicestershire Railway, join the Trent Valley line, about 420 yards east of the level crossing, and a junction of the Whitacre and Nuneaton branch of the Midland Railway to Leicester, is authorised, and has been constructed, with the exception of making the actual connection about 1,260 yards west of the level crossing.

Whilst the Midland branch was in course of construction, I am informed, the propriety of abandoning a portion of the authorised line at this place, and of constructing a piece of line nearly parallel to the Trent Valley line, and running into a remodelled and enlarged Nuneation joint station, was the subject of negotiation between the Midland and London and North Western Railway Companies, and it was then contemplated to lay down additional lines across the turnpike road, which, however, was to be lowered and carried under the Railway, and the level crossing done away with. Unfortunately this was not done, and the Midland Railway Company constructed their branch as authorised, and established a separate station for Nuneaton at the western side of the town, which is now represented to be very inconveniently situated, and thus, two railway stations have been established for a small town at somewhat about a mile apart from each other, without any communication between them except by carriages.

Sometimes this is unavoidable, but in this instance it was not so, and it is very

very objectionable and might probably have been avoided at less cost to the Midland than has been incurred in their branch and station.

It is to be regretted that the public interests suffer from the fact that the attention of Select Committees of the two Houses is not drawn to such anomalies, when Bills authorising new lines are before them, as the construction of two railway stations for a small town is a serious evil that is frequently recurring.

It is also unfortunate that the level crossing at Nuneaton Station was ever sanctioned at all, as the original road appears to have been raised some five or six feet in order to make the level crossing, whereas the road could have been lowered, and the line raised to that extent, thus doing away with the level crossing, without any great increase of cost in the construction of the line.

Now the case is altogether different. An over-bridge would be very costly and very inconvenient, and even an underbridge though still practicable, without altering the level of the Railway, would require that the road should be lowered some 18 feet below its present level, and which would render it far less convenient than if the crossing had been avoided in the first instance. Its cost would be much less than an over-bridge, and that cost would materially depend on the inclination which might be sanctioned by the Turnpike Road Trustees, as a compliance with the statutory inclination for a turnpike road; 1 in 30 would involve the acquisition of house property in the town of Nuneaton on each side of the Railway, and the alteration could not probably be effected without the authority of an Act of Parliament. I have been in communication with the trustees of the Coventry and Leicester Turnpike Roads, and inclose a copy of my communication and of their reply; and, although I am not informed what inclination the trustees would be prepared to accept for an altered road in order to get rid of the level crossing, it is possible that if a copy of my report be sent to Mr. Newdegate, he may get the trustees at once to consider the subject in consultation with their surveyor.

The level crossing is undoubtedly very objectionable, inasmuch as it is both inconvenient, and has proved to be dangerous to life. All persons going to the station, or to the town from the east, must pass over the level crossing, and some of the long down trains stand across the level crossing whilst stopping at the down platform, but that does not happen with any of the up-trains.

There are now no less than 33 up and 32 down passenger and goods trains that stop, and 20 up and 18 down passenger and goods trains that do not stop at Nuneaton station, while there are 12 up and 14 down empty engines that run round the trains, &c.

Whereas in December 1850, not long after the line was opened, there were only six up and six down passenger trains, all of which stopped at Nuneaton station. I have not been enabled to ascertain the number of goods trains at the same period.

At certain times of the day, the turnpike road is greatly obstructed by the successive arrival of numerous trains within short intervals of time of each other. I did not hear any complaint that the Railway Company's servants neglected their duty, but I should add that the station is evidently too small for the work now required to be done at it, and the nearness of the iron pillars to the edge of the down platform makes it absolutely dangerous to incautious passengers.

I was informed that the subject of enlarging the Nuneaton Station had been under the consideration of the Directors of the London and North Western Railway Company, so as to mitigate the inconvenience and danger attendant on the existing level crossing, but that nothing had yet been decided upon; and also that the admission of the trains of the Midland Railway Company had again been mooted; but it is scarcely necessary to observe, that any increase in the number of trains to the station would certainly increase the inconvenience and danger of the level crossing.

No regulations as to the speed of trains which their Lordships could make would have any material effect in diminishing the inconvenience and danger of the level crossing, and they have no power to order a bridge to be built. But if the Board of Trade has power to forbid the standing of any train across the turnpike road while stopping at the station, such a regulation would undoubtedly diminish somewhat the inconvenience to which the inhabitants are now subjected.

But

But the inconvenience is admitted on the part of the London and North Western Railway Company; they are obliged to have two men to attend to it, one by day and another by night; they are annually spending considerable sums of money in doing away with existing level crossings, and the best prospect of their undertaking to remove this one would be obtained by the trustees of the turnpike road at once naming an inclination which could be obtained without necessitating the purchase of a large amount of house property.

I have, &c.
(signed) *W. Yolland.*

The Secretary of the
Board of Trade.

Enclosure 1, in No. 1.

Gentlemen, 1 Whitehall, 2 January 1865.

A REPRESENTATION has been received at the Board of Trade from certain inhabitants of Nuneaton, on the subject of the danger and inconvenience attending the level crossing at the London and North Western Railway Station in that town, and stating that the inhabitants had memorialised the directors to do away with it.

It is unfortunate that the level crossing was ever sanctioned, as there could have been no difficulty and but little additional expense in avoiding it when the railway was originally constructed; but the Board of Trade have no power to order the London and North Western Railway Company to build a bridge.

Under these circumstances I should feel obliged if you would inform me, at your early convenience, of the views entertained by the Trustees of the Coventry and Hinckley Turnpike Roads respecting this level crossing, and whether they are disposed to assist in removing it, either by the contribution of some of the funds, and to what extent, or by consenting to accept a steeper gradient for the approaches of an altered road than what is required by the statute, one in 30.

The construction of an over-bridge would involve the outlay of a large sum of money, for the acquisition of the land and the formation of the approaches and works, &c., but an under-bridge would be less expensive, and its course would very materially depend on the gradient which the trustees were prepared to accept.

I am, &c.
(signed) *W. Yolland.*

Messrs. Woodcocks & Twist,
Solicitors, Coventry.

Enclosure 2, in No. 1.

Coventry and Hinckley Road.

Sir, Coventry, 3 January 1865.

IN reply to your letter of yesterday's date, respecting the level crossing over the Trent Valley Railway at the Nuneaton Station, we beg to inform you that the matter was laid before the trustees of the above road at their last meeting, held on the 29th ultimo, and we now enclose copy of the minute and resolution made at such meeting.

We have no doubt that the trustees would accept such a reasonable alteration in the gradient, for the approaches of an altered road, as their surveyor would advise; and as soon as the matter is ripe for discussion, we should suggest that a plan of the proposed new road and approaches, showing the gradient, be submitted to the trustees, who would get their surveyor to report thereon without delay. The trustees are and have been for some time past, alive to the danger and inconvenience attending the level crossing; but unless powers were given them to levy a special toll in the district, which would benefit mostly by the proposed alteration, they would not be able to raise the means to repay any debt they might incur in assisting to carry out the same.

We are, &c.
(signed) *Woodcocks, Twist, and Son,*
Clerks to the Trustees.

Colonel Yolland, Board of Trade.

COPY of a RESOLUTION passed at a Meeting of the Trustees of the Hinckley and Coventry Turnpike Road held 29th December 1864.

THE clerks laid before the meeting a copy of a memorial which had been presented to the London and North Western Railway Company by the inhabitants of Nuneaton and the neighbourhood, requesting the company to remove the level crossing at the Nuneaton Station, and to substitute another method of traversing the railway; which copy memorial had been forwarded to the clerks by Mr. Shelly of Nuneaton, accompanied by a copy of the resolutions passed at a public meeting held at Nuneaton, on the 1st December instant. Mr. Sinclair, the engineer to the trust, also presented a report in which he pointed out the necessity of altering the mode of crossing the railway, and the dangers and inconveniences the public sustained by reason of the level crossing.

The trustees present after duly considering the matter, resolved that it is very desirable to abolish the level crossing and to substitute other means of traversing the railway, but regret that it is not in their power to render any assistance, by contributing towards the expense of carrying out the proposed alterations.

— No. 2. —

REPORT of Colonel *Yolland*, R.E., to the Board of Trade, dated 1 February 1868.

Railway Department, Board of Trade,
Whitehall, 1 February 1868.

Sir,

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 9th ultimo, the result of my inquiry into the circumstances which attended a fatal accident that occurred on the 4th ultimo at the Nuneaton Station of the Trent Valley section of the London and North Western Railway, when a child 22 months old was killed on the spot, and her grandfather, James Lord, in whose arms she was being carried across the line from platform to platform, received such injuries that he died on the 14th ultimo.

The Booking Office at the Nuneaton Station is situated on the west, or town side of the line. There are up and down platforms, rather more than 100 yards in length, and about 21 inches in height, and the ends of these platforms are ramped down to afford facilities for passengers to cross on the level at either end of the station the two main lines of rails that pass between the platforms, the distance across being about 20 feet.

The up Scotch express, due in London at 9·50 p.m. is appointed to arrive at Nuneaton Station, where it has to stop at 7·16 p.m.; but on the 4th ultimo it did not arrive until 7·23 or 7·24, and the station master, who was standing on the up platform, nearly opposite to the booking-office, informed me that he started it at 7·27. A train for Leicester is appointed to leave Nuneaton at 7·30; this train was standing on the down line when the up Scotch express, which was seven or eight minutes late, passed into the station, and the driver of the Leicester train gradually followed the Scotch express on to the up line, and came to a stand about six yards behind it, when the express stopped, and when it started the Leicester train drew up towards its usual place at the platform, at a speed which the driver estimates at four or five miles an hour; and he says that he saw a man run across the line in front of him, and then another with a child in his arms. The first man got safely across, but when he saw the other man leave the down platform, he thought he would not get safely across, and he sounded the whistle, reversed his engine, and told the fireman to put the break on, and he did so. He also says that if his engine could have been brought to a stand when he first saw the man with the child in his arms, he would have been five or six yards in front of the engine. He does not think the man saw the engine, as the child was carried on the left arm, that next to the engine. The station-master confirms the engine-driver's statement. He observed a man with a child in his arms jump from the down platform, crossing towards the up line, as the last van of the Scotch express passed him, and he saw that he was in danger, and called out to him and to the engine-driver. He says the man seemed to quicken his pace, as if he thought he could reach the platform before the engine came up. He got to the platform just as the engine passed, and was between the engine and the wall of the platform, and seemed to

to be twisted round by the engine, and was knocked down by the steps, and fell by the side of the engine, and was very severely injured. He also states that from the time when the man jumped down from the down platform to the time of the accident did not exceed 10 seconds.

James Lord intended to leave Nuneaton by the Leicester train at 7·30, and he took the earliest opportunity of crossing from the booking office to the up-platform immediately the up Scotch express left. It is stated that the proper places for crossing from one platform to another are at the northern and southern ends of the platforms, but it is admitted that the public do not go to the proper places for crossing the line but cross at all parts, but mostly opposite the booking office. There was no down train in the station at the time when James Lord crossed, but one was due to run through the station without stopping before he attempted to cross.

This accident is one of a class that frequently occurs. Intending passengers, or those that have quitted a train, are frequently knocked down and killed outright, or severely injured, by engines or trains which they have not perceived when attempting to cross the rails; and the only remedy is to construct a footbridge over the line, and so prevent passengers crossing on the level. The platforms at Nuneaton Station are low and afford facilities for crossing. The passenger traffic at Nuneaton Station appears to be considerable, as 4,663 passengers were booked in the month of December, and probably an equal number got out at this station.

The daily traffic is now very considerable.

There are 17 through passenger trains.
„ 43 stopping.
„ 21 through goods trains.
„ 50 stopping.
„ 12 engines running round trains.

Making up a total of 143.

The accommodation at the station for this traffic is evidently insufficient, as several trains are started from the wrong platforms, and the working of the traffic is further complicated, and made more dangerous to the public by the existence of the level crossing of the Coventry and Leicester turnpike road.

That the accommodation is considered insufficient by the London and North Western Railway Company may, I think, be inferred from the fact of their going to Parliament during the present session for the acquisition of additional lands at Nuneaton Station, for the enlargement of the station, and I have noticed that there is also another Bill before Parliament, entitled "Midland and London and North Western Railway Companies (Ashby and Nuneaton Railways)," by which, among other things, another branch is proposed to be made, called the "Nuneaton Junction," which, when made, will probably bring increased Railway traffic into the Nuneaton Station.

In the application of the London and North Western Railway Company for the acquisition of additional lands, it does not appear that they contemplate doing away with this objectionable and dangerous level crossing, respecting which I reported fully on the 10th January 1865. I have nothing to add to that report; the level crossing remains in the same state, but the railway traffic has increased, and the Vicar of Nuneaton informed me, that the inhabitants of Nuneaton were still occasionally subjected to considerable delay in passing along the turnpike road across the railway, and I enclose a letter to the same effect, from one of the inhabitants (Mr. Nason).

I should hope that if the London and North Western Railway Company are permitted to acquire additional lands for the enlargement of the Nuneaton Station, it will only be under an express stipulation to provide the means whereby passengers can safely cross from one platform to the other, and that the level crossing shall at once be done away with, as it is admitted that there is no difficulty in building a bridge.

I have, &c.
(signed) *W. Yolland,*
Colonel.

The Secretary of the Board of Trade,
&c. &c. &c.

Enclosure in No. 2.

Nuneaton, 24 January 1868.

Dear Sir,

I WAS to have met you in company with Mr. Newdegate the other day concerning the level crossing of the London and North Western Railway at Nuneaton. My professional engagements would not allow me to reach home in time to see you. I could only have borne my testimony to the very unsafe state of the level crossing in its present condition. I have witnessed more than once the very narrow escape of parties crossing, not observing a train coming; once in particular a woman and child were saved only by the great presence of mind of the policeman at the gates, and at the risk of his own life. Independent of the danger of this level crossing, the delay occasioned by long luggage trains blocking up the crossing is an immense nuisance both day and night. I have for years past seen the necessity of an alteration, both to avoid the danger and the nuisance. I am glad to hear that something is likely to be done.

Believe me, &c., &c.
(signed) *Richard B. Nason.*

Colonel Yolland, R. E.
&c. &c. &c.

NUNEATON RAILWAY STATION.

COPY of all REPORTS of Colonel *Yolland*, R.E., to the Board of Trade, with respect to the NUNEATON RAILWAY STATION and LEVEL CROSSING.

(*Mr. Newdegate.*)

Ordered, by The House of Commons, *to be Printed,* 20 *February* 1868.

100.

RAILWAYS (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 24 June 1868;—*for*,

RETURN, "in detail, of the EXPENSES of the RAILWAYS (IRELAND) COMMISSION, with the Gross Total of the Cost of that Commission."

		£.	s.	d.
Remuneration to Three of the Commissioners and Secretary - - - -		3,225	–	–
Office Expenses, Printing, and Incidentals - - - - - - - -		2,298	5	7
Travelling Expenses - - - - - - - - - - - - -		5,255	7	9
The maximum numbers are given. The sum of 11,726*l.* 17*s.* 11*d.* is the total amount paid from October 1867 to June 1868 - - -	Payments to Engineers, &c., as follows:—			
	4 Engineers - - at £.3 3 – per day			
	7 Engineers - - 2 12 6 „			
	12 Engineers - - 2 2 – „			
	3 Engineers - - 1 11 6 „			
	2 Draughtsmen - - 1 1 – „			
	1 Chief Accountant - 3 3 – „	11,726	17	11
	2 Accountants - - 2 12 6 „			
	3 Accountants - - 1 11 6 „			
	14 Accountants (for part of time employed at 1*l.* 1*s.*) - - 1 11 6 „			
	1 Accountant - - 1 1 – „			
	£.	22,505	11	3

Treasury, 6 July 1868.

G. SCLATER-BOOTH.

RAILWAYS (IRELAND).

RETURN of the Expenses of the Railways (Ireland) Commission, with the Gross Total of the Cost of that Commission.

(*Sir Colman O'Loghlen.*)

Ordered, by The House of Commons, *to be Printed,*
8 *July* 1868.

RAILWAY BILLS, &c.

REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 14th February 1868;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and TRAMWAY BILLS of the present Session."

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
14 *February* 1868.

REPORT OF THE BOARD OF TRADE ON THE RAILWAY AND TRAMWAY BILLS OF 1868.

INDEX AND ANALYSIS OF BILLS.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed. By Shares.	Capital Proposed. By Loan.	Length of New Line Proposed.
			£.	£.	M. CHS.
Abergavenny and Monmouth Railway.	13	To extend the time for completion of authorised Railway.	none -	none -	none.
Acton and Brentwood Railway -	11	To extend the time for completion of authorised Railway.	none -	none -	none.
Afon Valley Railway - -	13	To extend the time for completion of authorised Railway; to authorise new Railways, the purchase of the Cwm Afon Railway, to enter into arrangements with other Companies, and the abandonment of a portion of authorised line.	none -	none -	3 6
Athenry and Ennis Railway -	14	To cancel and re-issue Preference Shares, and to authorise the lease of the Athenry and Tuam Railway; running powers, and working arrangements.	none -	none -	none.
Barry Railway - - -	13	To extend the time for completion of authorised Railway.	none -	none -	none.
Belfast Central Railway - -	14	To construct new Railways and Tramroad, and a Central Station; to abandon portions of authorised Railways, and to extend the time for the construction of other portions.	190,000	63,200	1 67
Bishop Stortford, Dunmow, and Braintree Railway.	13	To provide for the settlement of the claims of the Contractors, and vesting the undertaking in the Great Eastern Railway Company.	none -	none -	none.
Bodmin and Wadebridge Railway	12	To extend the time for completion of authorised Railway.	none -	none -	none.
Brecon and Merthyr Tydfil Junction Railway (Arrangements, &c.)	13	To suspend legal proceedings; to authorise the completion of certain lines of Railway, and to regulate the capital and future management of the Railway.	none -	none -	1 66
Bristol and Exeter Railway -	11	To regulate the capital of the Company; to authorise the abandonment of the Tiverton and North Devon Railway; to extend the time for making Brean Railway, &c.	none -	none -	none.
Bristol and North Somerset Railway.	11	To extend the time for completion of Railway; to authorise the construction of a new Junction, and the abandonment of a short Railway	none -	none -	0 35
Buckfastleigh, Totnes, and South Devon Railway.	12	To extend the time for completion of Railway	none -	none -	none.
Bury Port and Gwendreath Valley Railway.	13	To extend the time for completion of Railway, and to apply deposit in payment of landowners, &c.	none -	none -	none.
Caledonian Railway - - -	14	To abandon certain Branches; to extend time for completion of Muirkirk Branch; to raise additional money, &c.	1,200,000	400,000	none.
Cambrian Railways - - -	13	For the severance of the Aberystwith and Welsh Coast Railway Undertaking, &c.	none -	none -	none.
Cambrian Railways (Revived Line to Dolgelly).	13	To carry into effect a scheme of arrangements between the Company and their creditors; to extend the time for the completion of the Dolgelly Line, &c.	none -	none -	none.
Carnarvon and Llanberis Railway.	13	To extend the time for the completion of Works; to authorise the construction of a new line and deviation, and the abandoment of an authorised Branch; to sanction agreement with the London and North Western Railway Company.	none -	none	0 8 deviation 0 50
Central Cornwall Railway -	12	To extend the time for the completion of Works; to authorise running powers; working arrangements; the laying of additional rails for narrow gauge on adjoining Railways, &c.	none -	none -	none.
Cheshire Lines - - - -	12	To extend the time for the purchase of lands -	none -	none -	none.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed. By Shares.	Capital Proposed. By Loan.	Length of New Line Proposed.
			£.	£.	M. CHS
Chichester and Midhurst Railway	11	To abandon the authorised extension to Haslemere.	none -	none -	none.
Clonmel, Lismore, and Dungarvon Railway.	14	To extend the time for the completion of the Railway.	none -	none -	none.
Cork and Kinsale Junction Railway.	14	To obtain running powers over the Cork and Bandon Railway, or to sell or lease Railway to Cork and Bandon Railway Company.	none -	15,000	none.
Cork and Macroom (Direct) Railway	14	To cancel and re-issue forfeited shares, &c. -	none -	10,000	none.
Cork Improvement - - -	14	To authorise a deviation of the Cork, Blackrock, and Passage Railway.	none -	none -	deviation 1 49
Crystal Palace and South London Junction Railway.	10	To make a short Junction Line with the London, Chatham, and Dover (City Section) Railway; running powers to Company and other Railway Companies.	60,000	20,000	0 33
Devon and Cornwall Railway -	11	To extend the time for completion of authorised lines; to sanction deviations in authorised line; and to authorise working arrangements with the London and South Western Railway Company.	none -	none -	deviations 3 11
Devon Valley Railway - -	14	To authorise deviation of line; to extend the time for the completion of the Railway; and to sanction the alteration of Agreement with the North British Railway Company.	none -	none -	deviation 4 76
Dingwall and Skye Railway -	14	To authorise deviations; to reduce the authorised capital, and to extend the time for the completion of the Railway, &c.	none -	none -	deviations 18 23
Downpatrick, Dundrum, and Newcastle Railway.	14	To reduce the authorised capital, and to enter into traffic arrangements with Belfast and County Down Railway Company.	none -	none -	none
Dublin and Drogheda Railway -	14	To construct a Junction Railway at Dublin; to obtain powers to run over and use Liffey Branch of the Midland Great Western Railway, &c.	5,000	none -	0 27
Dublin, Wicklow, and Wexford Railway.	14	To extend the time for the construction of authorised Branches; to acquire additional lands; to make arrangements as to capital, &c.	none -	none -	none.
Eastern Metropolitan Underground Railway.	10, 17, 18	To incorporate a Company for making Railways to connect the Great Eastern Railway at Bow with the authorised East London Railway at Whitechapel-road, and with the authorised extension of the Metropolitan Railway at High-street, St. Botolph.	400,000	133,000	3 15
East London Railway - -	10	To extend time for purchase of lands; to make new junction lines at New Cross; and for further powers with reference to the undertaking.	none -	none -	0 75
Fareham and Netley Railway -	11	To extend the time for the construction of Railway.	none -	none -	none.
Glasgow and South Western Railway.	14	To extend the time for the completion of certain Branch Railways.	none -	none -	none.
Glastonbury and Street Tramway	11	To incorporate a Company for making a tramway from Glastonbury to Street.	7,000	2,300	tramway 2 13
Great Eastern Railway - -	13	To extend the time for the completion of works; to repeal provisions relative to appointment of Directors, &c.	none -	none -	none.
Great Eastern Railway (Management).	13	To provide for the improved management, and to authorise certain arrangements, &c.	none -	none -	none.
Great Marlow Railway - -	11	To incorporate a Company for making a Railway from the Wycombe Branch of the Great Western Railway to Marlow.	18,000	6,000	2 65
Great Northern and Western (of Ireland) Railway	14	To extend the time for the completion of the authorised Railways to Westport and Ballina, &c.	none -	none -	none.
Great Northern Railway - -	12	To transfer to the Company the undertakings of the Bradford, Eccleshill, and Idle, and of the Idle and Shipley Railway Companies, &c.	120,000	40,000	none.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed. By Shares	Capital Proposed. By Loans.	Length of New Line Proposed.
			£.	£.	M. CHS.
Great Western Railway - -	11	To extend the time for the completion of certain works; to authorise the construction of new lines, the abandonment of certain branch railways, agreements with certain Companies, traffic facilities, capital arrangements, &c.	40,000	13,300	1 7
Great Western Railway (Dividends).	11	To confirm the issue of stocks and shares in payment of dividends, &c.	none -	none -	none.
Greenock and Ayrshire Railway	14	To authorise the making of certain Railways and works in Greenock.	150,000	50,000	0 69
Holywell Railway - - -	12	To authorise the deviation of Railway - -	10,000	3,300	2 20
Ilfracombe Railway - -	11	To authorise the abandonment of the undertaking, and to dissolve the Company.	none -	none -	none.
International Communication between England and the Continent.	11	To incorporate a Company for the purpose of establishing steam vessels between Dover and the Continent, and for maintaining a pier, and other works at Dover; working arrangements with the South Eastern, and the London, Chatham, and Dover Railway Companies.	400,000	133,000	none.
Isle of Wight and Cowes and Newport Junction Railway.	11	To incorporate a Company for making a Railway to connect the Cowes and Newport Railway with the Isle of Wight (Eastern Section) Railway.	60,000	20,000	7 22
Isle of Wight Central Railway	11	Ditto - - - - ditto	60,000	20,000	7 16
Isle of Wight (Newport Junction) Railway.	11	Ditto - - - - ditto	84,000	28,000	9 27
Islington Railway - - -	10, 17, 18	To incorporate a Company for making a Railway, on a gauge of 2 feet 6 inches, from Islington Green to Little Moorfields.	380,000	none -	1 33
Kington and Eardisley Railway	13	To extend the time for the purchase of lands, to authorise certain deviations in the Railway; and the use of a portion of the Leominster and Kington Railway.	none -	none -	deviation 6 24
Lancashire and Yorkshire Railway.	12	To extend the time for the completion of certain Railways, and to authorise the Company to subscribe to the Hull Docks.	50,000	none -	none.
Lancashire and Yorkshire, and Lancashire Union Railways Companies.	12	To extend the time for the construction of the Blackburn, Chorley, and Wigan lines, and portions of the Lancashire Union Railways; and to vest further portions of the latter Railways in the Lancashire and Yorkshire, and London and North Western Railway Companies.	none -	none -	none.
Lancashire Union Railways, and London and North Western Railway Companies.	12	To vest the undertaking of the Lancashire Union Railways Company in the London and North Western Railway Company; to extend the time for the construction of a portion, and to abandon another portion of the said Railways, and to authorise the London and North Western Railway Company to raise additional Capital.	530,000	176,600	none.
Limerick and North Kerry Junction Railway.	14	To extend the time for the completion of Railway; to afford facilities in raising funds; to authorise the construction of the Railway on a gauge smaller than 5 feet 3 inches.	none -	none -	none.
Liverpool and Birkenhead Railways, Ferry Junction.	12	To incorporate a Company for establishing a ferry between Liverpool and Birkenhead, and making Railways in connection therewith.	180,000	60,000	1 25
Liverpool Tramways - -	12	To authorise the "Liverpool Tramway Company, Limited," to make street tramways in Liverpool.	300,000	100,000	tramways 38 53
London and Blackwall Railway	10	To extend the time for the completion of the Millwall Extension, to confirm the agreement for its lease to the Great Eastern Railway Company; to authorise the Company to grant building leases of certain lands, &c.	none -	none -	none.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL	Capital Proposed. By Shares.	Capital Proposed. By Loan.	Length of New Line Proposed.
			£.	£.	M. CHS.
London and North Western, and Knighton, Central Wales, and Central Wales Extension Railway Companies.	13	To vest the undertakings of the Knighton, the Central Wales, and the Central Wales Extension Railway Companies in the London and North Western Railway Company.	none -	none -	none.
London and North Western Railway (Branches, &c.).	12	To extend the time for the completion of certain branch railways and other works; to construct new branches; to vest the South Yorkshire Railway Company's "Sheffield and Rotherham Line" jointly in the Company and in the Manchester, Sheffield, and Lincolnshire Railway Company; to grant running powers over the latter Company's Glossop Branch; to empower Company to provide and use steam vessels for traffic across the Mersey; to enter into agreements with other Railway Companies, &c.	405,000	135,00	5 72
London and South Western Railway.	10, 11	To authorise the construction of works in connection with the Charing Cross Railway, and facilities for traffic with the South Eastern Railway Company; to authorise a deviation at Barnstaple, capital arrangements, extension of time for works, &c.	none -	none -	deviation 0 10
London, Brighton, and South Coast Railway.	11	To authorise the abandonment of the Ouse Valley, the Eastbourne and the St. Leonard's Lines, authorised in 1864, 1865, and 1866; to increase the maximum rates of charge for passengers limited by the Mitcham Act, 1863, &c.	1,000,000	One-third	none.
London Street Tramways -	10, 18	To incorporate a Company for making Tramways in certain streets or roads in the metropolis, *north* and *south* of the Thames.	300,000	100,000	tramway 15 61
London, Thames Haven, and Kent Coast Junction Railway.	11	To incorporate a Company for making a Railway from the pier at Herne Bay to the Herne Bay Station of the Kent Coast Railway.	6,000	2,000	—
Lymington Harbour and Docks	11	To authorise deviation of authorised Line.	none -	none -	deviation 0 66
Maryport District and Harbour	12	To authorise the Harbour Trustees to make a dock, basin, and Railways in connection therewith, &c.	none -	110,000	0 50
Mersey Railway - - -	12	To extend the time for completion of authorised Railway.	none -	none -	none.
Metropolitan Railway - -	10	To authorise a junction railway from the Metropolitan Meat Market to the London, Chatham, and Dover Railway; to extend the time for purchase of lands; to authorise arrangements with the London, Chatham, and Dover Railway Company, and to confirm agreement with the Midland Railway Company.	none -	none -	0 16
Metropolitan and St. John's Wood Railway.	10	To extend the time for the completion of the Railways and for granting further powers to the Company.	none -	none -	none.
Metropolitan District Railway -	10	To extend the time for the completion of works, and to enable the Company to acquire additional land, &c.	none -	none -	none.
Metropolitan Street Tramways -	10, 18	To incorporate a Company for making Tramways in certain streets or roads in the metropolis *south* of the Thames.	100,000	33,300	tramway 14 61
Metropolitan Tramways - -	10, 18	To authorise the "Metropolitan Tramway Company, Limited," to lay down Tramways in certain streets or roads in the metropolis, *north* and *south* of the Thames.	400,000	133,000	double line of tramway 18 7
Midland Railway (Additional Powers).	10, 12	To authorise the Company to raise additional capital; to construct new lines and deviations; to acquire additional lands; to extend the time for completion of works; to confirm agreement with Metropolitan Railway Company, &c.	3,750,000	1,250,000	0 25 deviation 1 27

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed. By Shares.	Capital Proposed. By Loan.	Length of New Line Proposed.
			£.	£.	M. CHS.
Midland and London and North Western Railway Companies.	12	To confer further powers on the two Companies for the construction of works in connection with the Ashby and Nuneaton Railway.	70,000	23,200	4 42 deviation 3 19
Midland Counties and South Wales Railway.	12	To extend time for the completion of railways, and to authorise the mortgagees to vote at Company's meetings.	none -	none -	none.
Mold and Denbigh Junction Railway.	13	To authorise the abandonment of certain Railways, the construction of a new Railway, and running powers over the Mold and other Railways, &c.	none -	none -	2 45
Monmouthshire and Great Western Junction Railways.	13	To incorporate a Company for making Railways to connect the Monmouthshire Railway and Canal Company's Western Valleys Railway with the South Wales Branch of the Great Western Railway.	20,000	6,600	0 73
Newport and Usk Railway -	13	To extend the time for the completion of works.	none -	none -	none.
Newquay and Cornwall Junction Railway (Deviation).	12	To authorise a deviation of the Railway; to extend the time for the completion of the works, and to sanction arrangements as to capital.	none -	none -	deviation 1 2
Newry and Armagh Railway -	14	To authorise the sale or lease of the Railway, by or under the High Court of Chancery, and to dissolve the Company.	none -	none -	none.
North and South Western Junction Railway.	11	To authorise a deviation of the Railway; to acquire additional lands, and to raise further moneys, &c.	30,000	10,000	deviation 0 29
North and South Wiltshire Junction.	11	To extend the time for the completion of the Railway.	none -	none -	none.
North British Railway (Forth River Railway).	14	To authorise the construction of a Junction Railway across the River Forth, at Alloa; the abandonment of the authorised line across the Frith of Forth; to extend the time for completion of authorised lines, &c.	none -	none -	3 5
North British Railway (General Powers).	14	To authorise the construction of certain Railways, and the abandonment of other Railways; to extend the time for the completion of works; to form certain lines into separate undertakings; to prescribe form of mortgages, &c.	none -	none -	1 22 deviation 0 23
North London Railway - -	10	To authorise alteration of roads, the widening of road bridges, the acquisition of additional lands, &c.	none -	none -	none.
Pontypool, Caerleon, and Newport Railway.	13	To extend the time for the completion of Railway.	none -	none -	none.
Potteries, Shrewsbury, and North Wales Railway.	13	To extend the time for the completion of Railway, and to authorise a deviation thereof.	none -	none -	deviation 0 46
Rathkeale and Newcastle Junction.	14	To facilitate the raising of funds under the borrowing powers of the Company.	none -	none -	none.
Ross and Monmouth and Forest of Dean Railway.	13	To incorporate a Company for the construction of a Railway from Lydbrook to English Bicknor, in the county of Gloucester.	18,000	6,000	2 0
St. Ives and West Cornwall Junction Railway.	12	To extend time for completion of works, &c. -	none -	none -	none.
Shropshire Union Railways and Canal.	12	To authorise the construction of a Branch Canal at Middlewich, in the county of Chester.	none -	none -	none.
Sirhowy Railway - - -	13	To authorise the construction of new Railways, running powers, and traffic arrangements with other companies.	200,000	66,000	11 10 deviation 0 60
Somerset and Dorset Railway -	11	To facilitate arrangements between the Company and their creditors, and to authorise the sale or lease of the Railway.	none -	none -	none.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed. By Shares.	Capital Proposed. By Loan.	Length of New Line Proposed.
			£.	£.	M. CHS.
South Eastern, and London, Brighton, and South Coast Railway Companies.	11	To confirm an agreement for establishing a working union of the two Companies, and to authorise the admission of the London, Chatham, and Dover Railway Company into the union, &c.	none -	none -	none.
South Eastern, and London, Chatham, and Dover (London, Lewes, and Brighton) Railways (Abandonment).	11	For authority to relinquish the construction of the line between Beckenham and Brighton.	none -	none -	none.
Stokes Bay Railway and Pier, Isle of Wight Railway, and Ryde Station Companies (Amalgamation).	11	To authorise the amalgamation of the three Companies; running powers and working arrangements with other Railway Companies.	no e -	none -	none.
Stonehouse and Nailsworth Railway.	12	To extend the time for the completion of works, &c.	25,000	8,300	none.
Stourbridge Railway - -	12	To extend the time for the completion of the Stourbridge Branch.	none -	none -	none.
Surrey and Sussex Junction Railway.	11	For authority to relinquish the construction of the Railway (Croydon to Groombridge); or to transfer the powers of the Company to the London, Brighton, and South Coast Railway Company.	none -	none -	none.
Teign Valley Railway - -	12	To extend the time for completion of Railway; to authorise a deviation, &c.	none -	none	deviation 1 34
Tottenham and Hampstead Junction Railway.	10	To authorise additional capital; to amend existing powers for the sale of the undertaking, &c.	100,000	33,333	none.
Uxbridge and Rickmansworth Railway.	11	To extend the time for the completion of the Railway.	none -	none -	none.
Vale of Crickhowell Railway -	13	To extend the time for the completion of the Railway.	none -	none -	none.
Vale of Towy Railway - -	13	To enable the Knighton, the Central Wales, and the Central Wales Extension Railway Companies to take a lease of the Railway jointly with the Llanelly Railway and Dock Company.	none -	none -	none.
Waterford and Kilkenny Railway.	14	To authorise the acquisition of land for station at Newrath; the raising of money on mortgage of Kilkenny Rent-charge; facilities for traffic and running powers over portion of Great Southern and Western Railway; to confirm agreement with Great Western Railway Company, &c.	none -	20,000	none.
Waterford and Limerick Railway.	14	To authorise the Company to raise additional capital, and to subscribe to the Limerick and Foynes Railway.	50,000	16,600	none.
Waterloo and Whitehall Railway.	10	To extend the time for the completion of the Railway.	none -	none -	none.
Weedon and Daventry Railway	12	To incorporate a Company for constructing a Railway from Weedon to Daventry.	30,000	10,000	3 54
West Riding and Grimsby Railway.	12	To repeal the provisions of the Extension Act, 1865, for making a Railway from Keadby to Lincoln.	none -	none -	none.
Wolverhampton and Walsall Railway.	12	To authorise the construction of a short Branch Railway, and other works, &c.	20,000	6,600	0 16
Worcester, Dean Forest, and Monmouth Railway.	13	To enable the Company to abandon portions of their authorised Railway between Great Malvern and Newland, and the extension to Gloucester; to reduce the Company's capital; to extend the time for the construction of a portion of the Railway, &c.	none -	none -	none.

THE Number of Bills deposited for this Session, which relate to RAILWAYS and TRAMWAYS in the United Kingdom, amounts to 112.

Of those Bills, 31 propose to authorise the construction of New Railways, and 5 the construction of Street Tramways:

BILLS PROMOTED BY NEW COMPANIES.

	Number of Bills.	Length of New Line.	Proposed Capital. By Shares.	Proposed Capital. By Loan.
			£.	£.
England	11	Railway. 39 miles	1,256,000	291,600
	5	Tramway. 90 miles	1,107,000	368,600
Scotland	nil	nil	nil	nil.
Ireland	nil	nil	nil	nil.
TOTAL	11	Railway. 39 miles	1,256,000	291,600
	5	Tramway. 90 miles	1,107,000	368,600

BILLS PROMOTED BY EXISTING COMPANIES.

	Number of Bills. For Additional Powers.	Number of Bills. For New Works.	Length of New Lines of Railway.	Proposed Additional Capital. By Shares.	Proposed Additional Capital. By Loans.
				£.	£.
England	59	15	34 miles	6,400,000	2,115,033
Scotland	4	3	5 „	1,350,000	450,000
Ireland	13	2	2 „	245,000	124,900
TOTAL	76	20	41 miles	7,995,000	2,689,933

The total Length of New Lines is therefore 80 miles, and 90 miles of Tramways for Streets; and there are in addition 39 miles of Deviation Lines.

The total Share and Loan Capital proposed by the Railway Bills amounts to 12,232,533 *l.*, and by the Tramway Bills to 1,475,600 *l.*

Eighteen Bills propose the abandonment of Lines or portions of Lines authorised by the Acts of previous Sessions; the aggregate Length of these Lines amounts to upwards of 277 miles.

The Board of Trade has also under consideration other applications, made under the 31st and following sections of the "Railway Companies Act, 1867," for power to abandon railways and portions of railways previously authorised.

Fifty-three Bills apply for the extension of the time prescribed for the completion of railways authorised by the Acts of previous Sessions.

INDEX TO GROUPS IN GROUPING LIST.

GROUPING LIST.

The Bills may be grouped as follows:

Grouping.		Length of New Line. M.	CHS.
	ENGLAND.		
England. I. Metropolitan Railway District.	"Metropolitan Railway District."		
	Crystal Palace and South London Junction Railway	0	33
	Eastern Metropolitan Underground Railway	about 3	15
	East London Railway	0	75
	Islington Railway	1	33
	London and Blackwall Railway	—	
	Metropolitan Railway	0	16
	Metropolitan and St. John's Wood Railway	—	
	Metropolitan District Railway	—	
	North London Railway	—	
	Tottenham and Hampstead Junction Railway	—	
	Waterloo and Whitehall Railway	—	
	London Street Tramways	15	61
	Metropolitan Street Tramways	14	61
	Metropolitan Tramways (*two lines of way*)	18	07

The London and South Western Railway Bill, and the Midland Railway (Additional Powers Bill), also affect the "Metropolitan Railway District," but their most important objects appear to connect them with groups IV. and VII., where they will be respectively found.

	Length of New Line. M.	CHS.	Grouping. England.
South Eastern, and London, Brighton, and South Coast Raliway Districts:			II. South Eastern, and London, Brighton, and South Coast Railway Districts.
Chichester and Midhurst Railway	—		
International Communication between England and the Continent	—		
London, Brighton, and South Coast Railway	—		
London, Thames Haven, and Kent Coast Junction Railway	—		
South Eastern, and London, Brighton, and South Coast Railway Companies	—		
South Eastern, and London, Chatham, and Dover (London, Lewes, and Brighton) Railways (Abandonment)	—		
Surrey and Sussex Junction Railway	—		
Great Western, and Bristol and Exeter Railway Districts:			III. Great Western, and Bristol and Exeter Railway Districts.
Acton and Brentford Railway	—		
Bristol and Exeter Railway	—		
Bristol and North Somerset Railway	0	35	
Great Marlow Railway	2	65	
Great Western Railway	1	07	
Great Western Railway (Dividends)	—		
North and South Wiltshire Junction Railway	—		
Uxbridge and Rickmansworth Railway	—		
Glastonbury and Street Tramway	2	13	
London and South Western Railway District:			IV. London and South Western Railway District.
Devon and Cornwall Railway	deviation 3	11	
Fareham and Netley Railway	—		
Ilfracombe Railway	—		
London and South Western Railway	deviation 0	10	
Lymington Harbour and Docks	deviation 0	66	
North and South Western Junction Railway	deviation 0	29	
Somerset and Dorset Railway	—		
Stokes Bay Railway and Pier	—		
In the Isle of Wight:			
Isle of Wight and Cowes and Newport Junction Railway	7	22	
Isle of Wight Central Railway	7	16	
Isle of Wight (Newport Junction) Railway	9	27	

Grouping. England.		Length of New Line. M. CHS.
V. Devon (South) and Cornwall.	**Devon (South) and Cornwall:**	
	Bodmin and Wadebridge Railway	—
	Buckfastleigh, Totnes, and South Devon Railway	—
	Central Cornwall Railway	—
	Newquay and Cornwall Junction Railway (Deviation)	deviation 1 2
	St. Ives and West Cornwall Junction Railway	—
	Teign Valley Railway	deviation 1 34
VI. Lancashire, Yorkshire, Cheshire, &c.	**Lancashire, Yorkshire, Cheshire, &c.:**	
	Cheshire Lines	—
	Great Northern Railway	—
	Holywell Railway	deviation 2 20
	Lancashire and Yorkshire Railway	—
	Lancashire and Yorkshire and Lancashire Union Railways Companies	—
	Lancashire Union Railways and London and North Western Railway Companies	—
	Liverpool and Birkenhead Railways, Ferry Junction	1 25
	London and North Western Railway (Branches, &c.)	5 72
	Maryport District and Harbour	0 50
	Mersey Railway	—
	West Riding and Grimsby Railway	—
	Liverpool Tramways	tramways 38 53
VII. Central Parts of England.	**Central Parts of England:**	
	Midland Railway (Additional Powers)	0 25 deviation 1 27
	Midland, and London and North Western Railway Companies (Ashby and Nuneaton Lines)	4 42 deviation 3 19
	Midland Counties and South Wales Railway	—
	Shropshire Union Railways and Canal	—
	Stonehouse and Nailsworth Railway	—
	Stourbridge Railway	—
	Weedon and Daventry Railway	3 54
	Wolverhampton and Walsall Railway	0 16

	Length of New Line. M. CHS.	Grouping. England.
Great Eastern Railway District:		VIII. Great Eastern Railway District.
Bishop Stortford, Dunmow, and Braintree Railway	—	
Great Eastern Railway	—	
Great Eastern Railway (Management)	—	

		Wales.
WALES.		
North and Central Wales:		IX. North and Central Wales.
Cambrian Railways	—	
Cambrian Railways (Revived Line to Dolgelly)	—	
Carnarvon and Llanberis Railway	0 8 deviation 0 50	
Kington and Eardisley Railway	deviation 6 24	
London and North Western and Knighton, Central Wales, and Central Wales Extension Railway Companies	—	
Mold and Denbigh Junction Railway	2 45	
Potteries, Shrewsbury, and North Wales Railway	deviation 0 46	
South Wales and adjoining Districts:		X. South Wales and adjoining Districts.
Abergavenny and Monmouth Railway	—	
Afon Valley Railway	3 6	
Barry Railway	—	
Brecon and Merthyr Tydfil Junction Railway (Arrangements, &c.)	1 66	
Bury Port and Gwendraeth Valley Railway	—	
Monmouthshire and Great Western Junction Railway	0 73	
Newport and Usk Railway	—	
Pontypool, Caerleon, and Newport Railway	—	
Ross and Monmouth and Forest of Dean	2 0	
Sirhowy Railway	11 10 deviation 0 60	
Vale of Crickhowell Railway	—	
Vale of Towy Railway	.....	
Worcester, Dean Forest, and Monmouth Railway	—	

Grouping.

Scotland.

XI.

Scotland.

	Length of New Line. M. CHS.
Caledonian Railway	—
Devon Valley Railway	deviation 4 76
Dingwall and Skye Railway	deviation 18 23
Glasgow and South Western Railway	—
Greenock and Ayrshire Railway	0 69
North British Railway (Forth River Railway)	3 5
North British Railway (General Powers)	1 22 deviation 0 23

Ireland.

XII.
Northern District.

Ireland.

Northern District:

Athenry and Ennis Junction Railway	—
Belfast Central Railway	1 67
Downpatrick, Dundrum, and Newcastle Railway	—
Dublin and Drogheda Railway	0 27
Great Northern and Western (of Ireland) Railway	—
Newry and Armagh Railway	—

XIII.
Southern District.

Southern District:

Clonmel, Lismore, and Dungarvon Railway	—
Cork and Kinsale Junction Railway	—
Cork and Macroom Direct Railway	—
Cork Improvement	deviation 1 49
Dublin, Wicklow, and Wexford Railway	—
Limerick and North Kerry Junction Railway	—
Rathkeale and Newcastle Railway	—
Waterford and Kilkenny Railway	—
Waterford and Limerick Railway	—

METROPOLITAN RAILWAY SCHEMES.

Report of the House of Lords' Committee, 1863.

Metropolitan Railway Schemes.

Report of the House of Lords' Committee, 1863.

The Select Committee of the House of Lords on Metropolitan Railway Communication of the Session of 1863, in their Third Report, expressed their opinion that, in determining the regulations which it may be expedient to apply to Railways within the Metropolis, it is desirable that the limits of the Metropolis prescribed by the Royal Commission of 1846 should be extended in the manner described in the first paragraph of that Report.

The Committee, after explaining their views on the several points of the subject-matter referred to them, expressed (in paragraph 15) their opinion that, if the general views which they had explained should be deemed satisfactory by the House, some means should be taken to render future legislation conformable with the principles there laid down, and with this view they suggested that, in the next Session, and also in any succeeding Session if necessary, a Select Committee should be appointed before the Second Reading of the Bills, for considering the different schemes for the construction of lines of Railway within the Metropolitan Railway District, which may then be before the House, and to report their opinion upon such schemes, with reference to the recommendations of this Committee; such Report to be made to the House before the Second Reading of the Bills.

The Committee added, that it would be desirable that the Board of Trade should make, soon after the commencement of each Session of Parliament, a General Report, relating to all proposed Railways or works connected with Railways, which affect the Metropolitan Railway District, and that the Report so made should be referred to the proposed Committees.

And further, that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District should originate in one House, and should be grouped together, and referred to the same Select Committee.

Views of the Committee.

Views of the Committee.

The leading views of the Committee of 1863 may be stated generally, as follows:

Dwellings of the Labouring Classes.

1. That, with the view of giving further effect to the provision in favour of the labouring classes contained in the 191st Standing Order, it is desirable that in every Bill for making any work, in the construction of which compulsory power is given to take 30 or more houses inhabited by the labouring classes in any one parish or place, a clause be inserted providing that the companies shall, not less than four weeks before taking any such houses, make known their intention to take the same, either by personal notice to heads of families inhabiting the same, or by placards, handbills, or other general notice, placed in public view upon or within a reasonable distance from such houses.

Open spaces.

2. That squares and open spaces in the Metropolis should not be unnecessarily taken for the purposes of a railway.

Subways.

3. That in the construction of any new lines, subways, covered ways, or tunnels are preferable, where circumstances admit of them.

Great Central Station.

4. That it would be objectionable to allow the construction of a great central station in the Metropolis.

More central station for Great Eastern.

5. That the Great Eastern Railway should be allowed to establish a more central station than it has at present, and be placed in communication with the lines running to the western part of the Metropolis.

Other main stations.

6. That it is not desirable to bring the main stations of any of the principal long lines of Railway, except the Great Eastern, farther into London than is at present

Metropolitan Railway Schemes.

present authorised; but that one or more Railways should be made for carrying passengers from different parts of London to the main stations of the long lines; such new lines not to be in the hands of any one of the present great Companies, but placed under such management as to ensure equal advantages to all.

Heavy traffic not to pass through the centre of the Metropolis.

7. That heavy traffic in goods, and especially in minerals, could, as a general rule, be most conveniently carried from the Railways lying North of the Thames to the Railways lying South of the Thames, by Lines not passing through the central portions of the Metropolis.

Connexion North and South on Eastern side.

8. That there should be a Line of Railway on the Eastern side of the Metropolis, connecting the Railways North and South of the Thames.

Facilities for goods traffic on the Western side.

9. That it was desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the Railways on the Western side of the Metropolis, of mineral and goods traffic from some of the Northern Railways, to the Railways and district of country South of the Thames.

Communication in crowded districts. Inter-communication between Railways.

10. That additional railway communication was needed in the densely populated part of the Metropolis, and it was desirable that railway communication, where it did not already exist, should be established between the various main lines of railway.

Inner and outer circuit.

11. The Committee further suggested (in paragraph 12), that the completion of an inner circuit of Railway was desirable, abutting on the principal Railway Termini, with a view to the distribution of passenger traffic arriving by the main lines, and they offered suggestions for an economical construction of the lines forming this circuit, in concert with the Metropolitan authorities. They also suggested an outer circle within the Metropolitan District, communicating with the principal lines North of the Thames, to be at certain points in communication with the inner circle.

The Committee expressed an opinion that every such system of internal railway communication for the Metropolis should be under one management, and they suggested a Standing Order with this view.

Railways authorised in Sessions 1864, 1865, 1866, and 1867.

Railways authorised in Sessions 1864, 1865, 1866, *and* 1867.

In 1864, the Great Eastern Railway Company were authorised to extend their line to Liverpool-street in the City, and to form a terminal station at that point; by which partial effect was given to the 5th of the above-mentioned recommendations of the Lords' Committee.

In the same Session, the Metropolitan Railway Company were authorised to extend their original line westward and southward to Notting-hill and Brompton, and their Finsbury Circus Extension eastward and southward to Tower-hill; and by "The Metropolitan District Railway Act, 1864," powers were given to a new Company to form a line of Railway to be connected with the Extensions of the Metropolitan Railway at Brompton and Tower-hill, and to pass near the Victoria, the Charing Cross, the Earl-street, the Cannon-street, and the Fenchurch-street Stations. By means of these lines, viz.—the Metropolitan, and the Metropolitan District Railways—an inner circuit of Railway will be formed, abutting on or near the stations above-mentioned, and also on the Paddington Station, the Euston-square Station, the intended station of the Midland Railway at St. Pancras, the King's Cross Station, and the intended stations at Liverpool-street of the North London and the Great Eastern Railways; and partial effect has been given to the above-mentioned 6th, 10th, and 11th recommendations of the Lords' Committee. It is understood that the works upon the extension of the Metropolitan Railway to Notting-hill and Brompton, as well as the portion of the Metropolitan District Railway in connection therewith between Brompton and Westminster Bridge, are in a forward state of construction,

construction, and are expected to be opened for public traffic during the present year.

Metropolitan Railway Schemes.

It is to be added, that in the Session of 1864 a new Company were authorised to construct the North Western and Charing Cross Railway, which will have a junction with the London and North Western Railway between Camden Town and Euston-square, and passing under Tottenham-court-road, will have its terminus at the eastern side of the Charing Cross Station.

With reference to the suggestion of the Committee that new lines of Railway might be advantageously and economically constructed under some of the new streets to be constructed by the municipal authorities of the City or the Metropolitan Board of Works, and under a portion of the proposed Thames Embankment, it may be noticed that the Metropolitan District Railway was authorised to be constructed partly in open cutting but principally in tunnel along the Thames Embankment (North side), from Westminster Bridge to Blackfriars Bridge, and under a portion of the new street which is in course of construction between Bridge-street, Blackfriars, and the Mansion House.

In 1865 Parliament authorised the construction by a new Company of the "East London Railway,"—a line which is to have a terminus at Liverpool-street, under the intended terminus of the Great Eastern Railway, and a junction with the authorised new line of that Railway towards the North, and, passing under the River Thames through the existing Tunnel, is to have junctions with the lines of the South Eastern, and the London, Brighton, and South Coast Railways, near New Cross.

The scheme of the "East London Railway" appears to be such as was contemplated in the eighth of the above-mentioned recommendations of the Lords' Committee.

In reference to the view of the Lords' Committee that "additional railway communication was needed in the densely-populated parts of the metropolis," (see paragraph 10,) may be mentioned the "Waterloo and Whitehall Railway," sanctioned in 1865,—a scheme intended for the conveyance of passengers across the Thames in a tunnel under the River—to be worked on the pneumatic principle.

Of the Railways authorised in 1866 there may be here noticed, in reference to the suggestion of an outer circle of Railway, communicating with the principal lines north of the Thames, which is contained in the eleventh recommendation of the Lords' Committee, the "North Metropolitan Railway," which is intended to have junctions with the Great Western Railway (at Southall), the London and North Western Railway (near Twyford), the authorised London Extension of the Midland Railway (near Hendon), the authorised new line by Tottenham of the Great Eastern Railway (at Dalston), and the Barking Branch of the London, Tilbury, and Southend Railway (near Stratford).

The Railways authorised in 1867 consist merely of the widening of the City Branch of the North London Railway, a new branch to connect that Railway with the Bow and Barking Branch of the London Tilbury and Southend Railway; a Branch at Baker-street to connect the Metropolitan Railway with the Metropolitan and St. John's Wood Railway; and a Branch at New Cross, to connect the London and Brighton Railway with the Bricklayer's Arms Branch of the South Eastern Railway.

Bills lodged for the Session of 1868.—*Grouping.*

Bills lodged for the Session of 1868.

Grouping.

The Bills relating to Railways within the Metropolitan Railway District are 13 in number. These Bills are enumerated at page 10 of this Report.

Two of these Bills propose to incorporate new Companies, viz.:

The Eastern Metropolitan Underground Railway Bill, and

The Islington Railway Bill.

Metropolitan Railway Schemes.

The former proposes to authorise the construction of a Railway from the Great Eastern Railway at Bow, to the Extension Line of the Metropolitan Railway at High-street, Aldgate.

The latter proposes to authorise the construction of a Railway, on a guage of 2 ft. 6 in., from the Green at Islington, to Little Moorfields.

The remaining Metropolitan Railway Bills are for powers to construct some short and unimportant Branches, in connection with already authorised Railways; for the acquisition of additional land for the enlargement of existing stations; or for the extension of time for already authorised works.

Open Spaces.

Open Spaces.

It does not appear that any Bill of this Session proposes permanent interference with any square or similar open space.

Central Stations.

Central Stations.

There is no Bill of this Session which requires notice with reference to the views of the Lords' Committee respecting Central or Main Stations, expressed in the 4th and 6th paragraphs (*see* page 15 above).

Communication North and South of the River.

Communication North and South of the River.

There is no Railway Bill of this Session which has for its object the making of a new communication across the Thames.

Communication in Crowded Districts.

Communication in Crowded Districts.

The following schemes of the present Session may be mentioned as appearing to have been laid out with a view to affording new or additional means of transit between parts of the Metropolitan Railway District, viz.:—

The *Eastern Metropolitan Underground Railway* Bill.

The *Islington Railway* Bill.

To these may be added, the *London Street Tramways* Bill, the *Metropolitan Tramways* Bill, and the *Metropolitan Street Tramways* Bill, for Tramways to be laid in several of the principal approaches to the City and other parts of London, and to be used with animal power.

Board of Trade,
February 1868.

T. H. Farrer.

RAILWAY BILLS, &c.

REPORT of the BOARD of TRADE upon the RAILWAY and TRAMWAY BILLS of Session 1868.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
14 *February* 1868.

72

Under 2 oz.

1868.

REPORT OF THE BOARD OF TRADE.

NORTH BRITISH RAILWAY (FORTH RIVER RAILWAY) BILL.

Interference with Tidal Waters.

By this Bill it is proposed to carry a Railway, called the "Forth River Railway," across the Forth from a tongue of land called the "Rhind," on the northern, to a point between Popple Trees Farm and Popple Trees Bridge, on the southern shore, on a viaduct consisting of—

(1.) Four spans each, 64 feet wide, and having seven feet six inches headway above high water-mark.

(2.) A swing bridge (swinging on a centre pier), giving two openings of 100 feet wide, and having five feet headway above high water-mark.

(3.) Fourteen spans, each 64 feet wide and seven feet six inches headway.

All works of this kind must necessarily interfere injuriously with navigation by restricting its freedom and increasing its dangers, so that unless the public advantages to be gained very decidedly preponderate, such interferences (apart from their dangerous character to Railway travellers) should not be sanctioned.

As the river between Alloa and Stirling is tortuous, and the navigation consequently extended as to time, it becomes the more important that sailing vessels especially should be able to commence their voyage as early as the tides may permit; but the interposed bridge would prevent this, and a whole tide may often be lost in consequence.

In the present scheme the headway of the proposed bridge, even at half tide (when there would be seven or eight feet water in the channel), would only be about 14 feet, insufficient for the passage of any masted vessel, so that if navigation is not to be stopped, the bridge should then be open, and continue so during such times as the river is navigable. But such an arrangement would be fatal to the Railway, and therefore, if the scheme be sanctioned, navigation must necessarily suffer.

In addition to these objections in the interest of navigation, the Board of Trade, on the ground of public safety, are advised that a swing bridge is very objectionable, because the most serious kind of accident imaginable, namely, the precipitation of a whole train into the water, may at any time arise from the negligence or incompetency of the person or persons in charge of the opening bridge, and of the signals connected with it. An accident of this nature occurred not long ago at Swansea, on the Swansea and Neath Railway. A drawbridge was left open, and an engine and 30 trucks fell into the dock. The engine-driver and fireman were killed. The best possible system is adopted for working this bridge, but it is apparently impracticable to ensure absolute safety in such cases, without considerable delay to every train, and to the navigation.

Having regard therefore to the direct railway communication already existing in conjunction with the ferry at Alloa (which could be so arranged as to cause little delay in the transit), to the dangers which have resulted, and are likely to result, from opening bridges over navigable and tidal rivers, and especially to the sum of money expended by the Forth Commissioners in the improvement of the river, the saving of a little inconvenience, or a few miles of distance (about six), seems scarcely to compensate for the serious interference with navigation.

Should, however, Parliament sanction the Bill, it is fairly questionable whether a much greater headway should not be given to the bridge, which it seems quite possible to do.

Board of Trade,
29 February 1868.

T. H. Farrer.

RAILWAY, &c. BILLS.

1868.

REPORT OF THE BOARD OF TRADE.

NORTH BRITISH RAILWAY (FORTH RIVER RAILWAY) BILL.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
10 *March* 1868.

136—(1).

1868.

REPORT OF THE BOARD OF TRADE.

FAREHAM AND NETLEY RAILWAY BILL.

Interference with Tidal Waters.

By this Bill it is proposed to extend for three years the time for the construction of the Railway and works authorized by the "Fareham and Netley Railway Act, 1865." Among the works authorized by that Act was—

> Railway No. 1, crossing the river Hamble a little above the village of Hamble, by a viaduct of 17 arches, each of 30 feet span, and of an average height of 36 feet.

By Section 21 of that Act it was enacted that, "in carrying the Railway over the River Hamble, the Company shall provide and maintain an opening bridge of not less than 50 feet in clear width on the square over the channel of the said river, and with a clear headway, when closed, of not less than 24 feet above the ordinary high-water at spring tides: Provided always, that nothing herein contained shall limit or prevent the Board of Trade from requiring an arch of a wider span, if they shall think it necessary."

In addition to the obstruction to navigation and the danger to the public caused by opening bridges, it is a question whether Parliament should not reconsider the decision come to in 1865, and decline to sanction the Railway crossing the river at the place proposed, interfering as it does most injuriously with a very capable sea creek.

The navigable conditions of this river are unusually favourable, on account of its freedom from obstructions; for it maintains a clear channel from 300 to 500 feet wide, having a depth of from 12 to 24 feet at low water, and a spring tide rise of 13 feet, with ample space on either side for any amount of dock area; and however little demand there may be at present for utilizing such advantages, it is by no means improbable that eventualities may hereafter arise to render the accommodation afforded by the river specially valuable for commercial purposes.

The 21st Section of the Act of 1865 gives power to the Board of Trade to require a wider opening than 50 feet, if considered necessary; but to whatever practical extent this power be carried, it would never obviate the serious objection that must remain, and it would be desirable that the powers under the present Act should be allowed to expire, and that any railway to connect Fareham and Netley should be made to cross the Hamble near to the present bridge, where it would not interfere with navigation.

Board of Trade,
5 March 1868.

T. H. Farrer.

RAILWAY, &c. BILLS.

1868.

REPORT OF THE BOARD OF TRADE.

FAREHAM AND NETLEY RAILWAY BILL.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
10 *March* 1868.

136—(2).

1868.

REPORT OF THE BOARD OF TRADE.

1. ISLE OF WIGHT AND COWES AND NEWPORT RAILWAY BILL.

2. ISLE OF WIGHT CENTRAL RAILWAY BILL.

Interference with Tidal Waters.

By the first of these Bills it is proposed to carry a Railway (No. 1) across the River Medina, between the Dodner Farm and West Medina Mill, by a viaduct 110 yards long, with an opening bridge of 25 feet span, and 12 feet above high water-mark. Another Railway (No. 3) is to commence on the above-mentioned viaduct, and proceeding in a northerly direction, to cross the angle of the river formed by the proposed viaduct and the western shore. The dimensions of this latter viaduct are not given on the deposited plans. By this Bill it is proposed to erect a viaduct across the Medina River, nearly a mile below Newport, the opening span and headway of which is altogether insufficient for the convenient or safe passage at the present time of vessels except in a canal; and there is no certainty that the bed of the river will always occupy the same position as it does at present.

By the second of these Bills it is proposed to cross the same river below, but close to the town of Newport, by an opening bridge of 25 feet span, and 30 feet above high water-mark. This scheme, though not so objectionable to the interests of navigation as the Isle of Wight and Cowes and Newport Railway Bill, will not be without injurious effect on the navigation of the river and the trade of the port.

These Bills are opposing schemes, and are both in opposition to the Isle of Wight (Newport Junction) Railway.

As a line has been proposed which does not interfere with navigation, and avoids an opening bridge, which must ever prove a source of danger to the travelling public, the Board of Trade, without giving any opinion upon the general merits of the competing schemes, are advised that neither the construction of a viaduct in the manner proposed by the first of these Bills, nor the opening bridge proposed by the second of them, ought to receive the sanction of Parliament.

Board of Trade,
9th March 1868.

T. H. Farrer.

RAILWAY, &c. BILLS.

1868.

REPORT OF THE BOARD OF TRADE.

1. ISLE OF WIGHT AND COWES AND NEWPORT RAILWAY BILL.
2. ISLE OF WIGHT CENTRAL RAILWAY BILL.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
10 *March* 1868.

136—(3).

1868.

REPORT OF THE BOARD OF TRADE.

DUNGARVAN HARBOUR EMBANKMENT AND RECLAMATION BILL.

Interference with Tidal Waters.

By this Bill it is proposed to empower the "Dungarvan Harbour Embankment and Reclamation Company" to reclaim from the sea certain slob or mud lands, in the West Bay of Dungarvan Harbour, delineated in the deposited plans; and to construct a viaduct and causeway, commencing at a point about 100 yards westward from the landing place near the parish church of Dungarvan, and terminating at a point about 340 yards south of the point of Cunnigar Spit.

Section 14.

Section 15.

The reclamation works (not specifically described in the Bill) are an embankment (No, 3), one mile two furlongs in length, commencing about 150 yards south of the termination of the proposed causeway, crossing the foreshore of the West Bay to the termination of a road leading from the high road from Dungarvan to Ringville to the shore of the Bay; and an embankment (No. 4) from Cunnigar Point to a point on the proposed causeway about 320 yards from its termination.

Section 14 and Deposited Plans.

Section 14 and Deposited Plans.

A similar but more extensive scheme was proposed in 1859 by the Dungarvan Harbour Embankment Bill, by which powers were sought to cut off and reclaim the whole tidal area of the Western Bay of the Harbour, upwards of 900 acres. Against that Bill the Admiralty reported to Parliament, having previously directed a local enquiry to be made under the "Preliminary Inquiries Act, 1851," by Mr. George Hurwood, C.E., who strongly condemned the proposal, and the Bill was, in consequence, either abandoned or rejected. The report of the Admiralty and of the inspector who conducted the inquiry was ordered by the House of Commons to be printed on 30th March 1859, and is numbered 50(48).

The Bill now before Parliament, while at present proposing a smaller absolute and immediate reclamation, so designs its work as to accomplish by a slower process the same result as was successfully objected to in 1859.

Section 15 of the present Bill seeks powers to construct a Viaduct and Causeway across the mouth of Western Bay; a distance of about 800 yards, between Dungarvan Town and Cunnigar Point. There is nothing whatever to show either in the Bill or deposited plan, that any part of this viaduct is to be open, except that on the latter there is a statement in manuscript added, that there is to be "100 feet waterway;" an opening so utterly insignificant that the tidal waters could neither get in nor out of the Western Bay, except by a comparative dribble, which would be of no service as scour to the harbour channel, or scarcely sufficient for the river drainage. It would, in fact, form such an impediment to the flux and reflux of the tide, as virtually to annihilate its influence, and the consequence would be a rapid warping of the unembanked slob, and practically a prolonged reclamation of the entire bay.

Mr. Hurwood, in his report to the Admiralty above noticed, observes that the whole scouring powers then brought to bear upon the channel was only sufficient to maintain and keep open the ship channel, and that any step taken to curtail or diminish the tidal area of the Western Bay, would be proportionably prejudicially felt in lessening the depth of water in the channel of the harbour. In this opinion the Board of Trade concur; and it is believed that even if the whole of the proposed roadway between Dungarvan and Cunnigar were on an open viaduct, the diminution of the tidal basin by the quantity shown on the deposited plan to be reclaimed, would nevertheless be very prejudicial to the maintenance of the harbour, and would eventually result in its entire destruction as effectually, though perhaps not so rapidly, as if the scheme of 1859 had been sanctioned.

The Town and Harbour Commissioners are in favour of the present project, "provided the navigation of the port is in no way impeded;" but a large number of the maritime community of Dungarvan, owners and masters of ships trading to and from the harbour, pilots, and others, who are necessarily well acquainted with the navigation, are strongly opposed to it.

The Bill should (according to the usual practice of Parliament) incorporate "The Harbours, Docks, and Piers Clauses Act, 1847," and Sections 13, 18, and 19 of "The Railways Clauses Act, 1863," and the Bill should state, that "in construing these sections of the last-mentioned enactment, the words 'Work' and 'Railway' should be taken to mean the Embankments, Causeway, and Works authorised by this Act."

The Bill does not propose to incorporate any enactments for the protection of navigation.

T. H. Farrer.

Board of Trade,
24 February 1868.

RAILWAY, &c. BILLS.

1868.

REPORT OF THE BOARD OF TRADE.

DUNGARVAN HARBOUR EMBANKMENT AND RECLAMATION BILL.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
10 *March* 1868.

136—(4).

1868.

REPORT OF THE BOARD OF TRADE.

TOWER SUBWAY BILL.

Interference with Tidal Waters.

By this Bill "The Tower Subway Company" seek powers to construct a Subway under the bed of the River Thames, commencing at or near the South Western Corner of Tower hill, on its northern, and terminating at or near the "Vine" public-house, in Vine-street, Southwark, on its southern shore.

The Board of Trade submit to the attention of Parliament, that it may be a question whether the benefits which the proposed Subway would confer on the public are or are not sufficient to compensate for the inconvenience and danger to the navigation of the Port of London, which the temporary works required for the construction of the Subway would be likely to cause.

They would suggest that clauses should be inserted in the Bill, requiring—

(1.) The Company to give a bond for, deposit, or invest, a sum of money sufficient to provide for removing unfinished or abandoned works in the river.

(2.) That the Subway should be carried across the river at such a depth below Trinity high water-mark as not to interfere with dredging.

They also submit that no works, temporary or permanent, should be allowed to be commenced without the consent of the Conservators of the River.

The Bill should (according to the usual practice of Parliament) incorporate Section 17 of "The Railways Clauses Consolidation Act, 1845," and Sections 13, 18, and 19 of "The Railways Clauses Act, 1863," and the Bill should state that in construing those sections of these enactments, the words "Work" and "Railway" shall be taken to mean the Subway and Works authorised by this Bill.

Board of Trade,
March 1868.

T. H. Farrer.

RAILWAY, &c. BILLS.

1868.

REPORT OF THE BOARD OF TRADE.

TOWER SUBWAY BILL.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
10 *March* 1868.

136—(5).

SESSION 1868.

REPORT by the BOARD of TRADE on the Applications made during the Year 1867, under the "Railway Companies Powers Act, 1864," and of the Proceedings of the Board of Trade with respect thereto.—(Presented pursuant to Act of Parliament.)

FIVE applications for certificates under this Act were made during the year 1867.

Of these, four were for certificates to authorise the raising of additional capital, and one for a certificate to amend a former certificate. The Companies making the applications were:

I.—*The Blackpool and Lytham Railway Company,*

Who applied for authority to raise 15,000*l.* by new ordinary or new preference shares, or stock, and 5,000*l.* by borrowing on mortgage, or by debenture stock.

II.—*The Leslie Railway Company,*

Who applied for authority to raise 12,000 *l.* by preference shares, and 3,000 *l.* by borrowing on mortgage.

III.—*The Marlborough Railway Company,*

Who applied for authority to raise 6,000 *l.* by new ordinary or new preference shares or stock.

IV.—*The West Somerset Railway Company,*

Who applied to have "The West Somerset Railway [Additional Capital] Certificate, of 1866," amended by the revocation of the borrowing powers conferred upon them by that certificate. Sec. 28.

V.—*The Severn and Wye Railway and Canal Company,*

Who applied for authority to raise 20,000*l.* by new ordinary or new preference shares, upon the conditions attached to the shares issued under the "Severn and Wye Railway and Canal Act, 1853," as set forth in the 19th section of that Act, and to raise, by borrowing on mortgage, a sum equal to one-third of the total amount of their paid-up share capital.

In this case (V.) the conditions which it was proposed to attach to the new shares, and the borrowing powers applied for, were not such as "The Railway Companies Powers Act, 1864" enabled the Board of Trade to authorise: provisions were therefore inserted in the Draft of the Certificate, at the request of the Company, authorising them to raise 36,000 *l.* by new preference shares, and one-third of that amount by borrowing on mortgage, or by the issue of Debenture Stock. The Company were further empowered, with the consent of the holders, to commute the dividend of 4 per cent., payable, together with other contingent payments, upon the shares issued under the Company's Act of 1853, for a fixed preferential dividend of 4½ per cent. Sec. 23. Sec. 10.

The several requirements of the Act in each of the above-mentioned cases having been duly complied with, and no objections having been made to any of the applications, the drafts of the certificates were settled, and have this day been laid before both Houses of Parliament, as follows:—

(I.) The Blackpool and Lytham Railway Company.

(II.) The Leslie Railway Company.

(III.) The Marlborough Railway Company.

(IV.) The West Somerset Railway Company.

(V.) The Severn and Wye Railway and Canal Company.

REPORT by the Board of Trade on the Applications made during the year 1867 under "The Railways Construction Facilities Act, 1864."

One application was made for a certificate under this Act, viz., by

The Rhondda Valley and Hirwain Junction Railway Company,

Who applied for authority to abandon the construction of a portion of the intended Railway, No. 1, authorised by "The Rhondda Valley and Hirwain Junction Railway Act, 1867," being 75 chains in length, and situate wholly in the parish of Ystradyfodwg, and to substitute a deviation in lieu thereof.

The Board of Trade were satisfied by proofs being duly given in a form similar to that adopted in the case of Railway Bills, that the Promoters had contracted for the purchase of all the lands required for this deviation, and had complied with the general rules respecting deposit and notice, and with the provisions of the Act generally.

Sec. 11.

No objection respecting this application was brought before the Board of Trade.

Sec. 8 (and Gen. Rules, sec. 11).

No notice of opposition by a Railway or Canal Company was lodged at the Board of Trade.

Sec. 9 (and Gen. Rules, sec. 11).

This application having been made by a previously existing company incorporated by Special Act, the Board of Trade required and obtained satisfactory proof that the Members of the Company had approved of the application.

Sec. 57.

The Board of Trade referred the plans, &c., and estimate of the proposed deviation for the report of one of their Inspecting Officers, who did not recommend any alteration in the deposited plans.

The draft certificate was accordingly settled, and has this day been laid before both Houses of Parliament.

If neither House of Parliament, within six weeks from this date, shall think fit to resolve that any of the certificates mentioned in either of the foregoing reports ought not to be made, then, at the expiration of the said period, the Board of Trade will make and issue in each case a certificate in conformity with the draft now laid before Parliament, and will cause it to be published in the "London Gazette."

27 & 28 Vict. c. 120, secs. 15 & 16; and 27 & 28 Vict. c. 121, secs. 17 & 18.

Board of Trade, 24 February 1868.

T. H. Farrer.

RAILWAYS.

SESSION 1868.

REPORT by the BOARD of TRADE on the Applications made in the Year 1867, under the "RAILWAY COMPANIES POWERS ACT, 1864," and the "RAILWAYS CONSTRUCTION FACILITIES ACT, 1864," and of the Proceedings of the Board of Trade with respect thereto.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
25 *February* 1868.

109.

Under 1 *oz.*

FOCHABERS AND GARMOUTH RAILWAY.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies (*Scotland*) Act, 1867," for the abandonment of the Fochabers and Garmouth Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by "The Fochabers and Garmouth Railway Act, 1863," the Fochabers and Garmouth Railway Company were incorporated for the purpose of making and maintaining a Railway commencing by a junction with the Inverness and Aberdeen Junction Railway, near the Fochabers Station of the said last-mentioned Railway, in the parish of Speymouth, and terminating at Garmouth in the said parish; such Railway to be situate in, or pass from, in, through, or into the parishes of Speymouth and Urquhart, or one of them, in the county of Moray or Elgin:—And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies (Scotland) Act, 1867," the said Fochabers and Garmouth Railway Company did, on the 24th day of October last, make application in writing to the Board of Trade, setting forth that the said Fochabers and Garmouth Railway Company were desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Fochabers and Garmouth Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies (Scotland) Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway, by the said Fochabers and Garmouth Railway Act, 1863, so authorised to be made as aforesaid (being the whole Railway and undertaking of the said

Fochabers and Garmouth Railway Company) shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money deposited as security for the completion of the said Railway, or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, be applied as part of the assets of the said Company.

Signed by order of the Board of Trade, this 26th day of March 1868.

T. H. Farrer,
Secretary of the Board of Trade.

REPORT.

The Undertaking of the Fochabers and Garmouth Railway Company, as authorised by their Act of Incorporation, 26 & 27 Vict. c. 65, consists of a Railway, 5 miles and 66 chains in length, from the Fochabers Station of the Inverness and Aberdeen Junction Railway to the village of Garmouth, all in the county of Elgin.

For the purpose of making this Railway the Company were empowered to raise 30,000 *l.* in Shares of 10 *l.* each, and to borrow 10,000 *l.* by way of Mortgage or Debenture Stock.

In this case, three-fifths of the Share capital not having been subscribed, the application for authority to abandon the Railway was made, under the 32nd Section of "The Railway Companies (*Scotland*) Act, 1867," by the persons named in the special Act incorporating the Company as members thereof.

The following extract from the application made to the Board of Trade sets forth the grounds upon which the abandonment was sought:—

"From circumstances beyond the control of the Directors, it has been found impossible to carry out the powers of their Act of Parliament.

"The parties locally interested, and who would have been benefited by the construction of the line declined to contribute towards it.

"No capital has been raised since the Company was incorporated.

"No portion of the line has been made.

"No land has been purchased, and no notice to treat for its purchase has been served on any owner or occupier."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them; the Board of Trade, in pursuance of the 14th Section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's report, it appears that a deposit of 2,400 *l.* was paid into the Caledonian Bank at Inverness, on the 10th January 1863, by three of the Directors, in pursuance of the Standing Orders of Parliament, and the Act 9 Vict. c. 20, and is now lying at that bank.

The alphabetical list of shareholders shows a total amount subscribed for of 8,100 *l.*, divided amongst 10 holders, and authenticated by the seal of the Company, and the signature of the chairman and secretary, but no call has been made upon them in pursuance of the Act.

The minute book of the Company shows that at successive meetings, it was found impossible or inexpedient, in consequence of the state of the money market and from other causes, to proceed with the construction of the Railway.

There appears to be no opposition raised in any quarter to its abandonment, and no chance of its receiving local support

By

By the 31st Section of "The Railway Companies (*Scotland*) Act, 1867," it is enacted that "the Board of Trade may, if they think fit, refuse in any case to authorise the abandonment of a Railway, except on condition of the money deposited as security for the completion of the Railway, or the stocks, funds, or securities on which the same is invested, or the money secured by any Bond conditioned for completion of the Railway, or for payment of money in default thereof, being applied as part of the assets of the Company."

The Board of Trade are of opinion that the discretion thus intrusted to them is not such as they can with advantage undertake to exercise with reference to the special circumstances of each Company, and that their safer course will be to decline, in every case, to grant a Warrant, except on the condition above quoted. If, upon the winding up of a Company, its other assets should, from any cause, prove insufficient to satisfy all its liabilities, and if the Board of Trade had failed to make the Parliamentary security available as a portion of the Company's assets, persons claiming and not receiving payment on account of debts or compensation would have reasonable ground for complaint.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the "Fochabers and Garmouth Railway" in the terms of the Warrant, accompanying this Report, and dated the 26th day of March 1868.

Signed by order of the Board of Trade.

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall, London,
30th March 1868.

203—(1).

RAILWAYS ABANDONMENT.

FOCHABERS AND GARMOUTH RAILWAY.

WARRANT of the BOARD of TRADE authorising the ABANDONMENT of the FOCHABERS and GARMOUTH RAILWAY in pursuance of the Abandonment of Railways Act, 1850, and the Railway Companies (Scotland) Act, 1867; and REPORT thereon.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
31 *March* 1868.

203—(1).

Under 1 *oz.*

HELSTON AND PENRYN JUNCTION RAILWAY.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Helston and Penryn Junction Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by "The Helston and Penryn Junction Railway Act, 1864," the Helston and Penryn Junction Railway Company were incorporated for the purpose of making and maintaining a Railway, to commence in the parish and borough of Helston, in the County of Cornwall, and to terminate by a Junction with the Cornwall Railway, in the Borough of Penryn, and Parish of Saint Gluvias, in the County of Cornwall: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Helston and Penryn Junction Railway Company did, on the 7th day of November last, make application in writing to the Board of Trade, setting forth that the said Helston and Penryn Junction Railway Company were desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Helston and Penryn Junction Railway Company to give notice by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway, by the said Helston and Penryn Junction Railway Act, 1864, so authorised to be made as aforesaid (being the whole Railway and Undertaking of the said Helston and Penryn Junction Railway Company) shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money deposited as security for the completion of the said Railway, or the stocks,

 funds,

funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 2nd day of April 1868.

T. H. Farrer,
Secretary of the Board of Trade.

REPORT.

The Undertaking of the Helston and Penryn Junction Railway Company, as authorised by their Act of Incorporation, 27 & 28 Vict. c. 197, consists of a Railway (9 miles and 59 chains in length), commencing in the parish and borough of Helston, in the county of Cornwall, and terminating by a Junction with the Cornwall Railway, in the borough of Penryn, and parish of Saint Gluvias, in the county of Cornwall.

For the purpose of making this Railway the Company were empowered to raise 120,000 *l.*, in 6,000 shares of 20*l.* each; and to borrow on mortgage any sum not exceeding 40,000 *l.*

In this case, three-fifths of the share capital not having been subscribed, the application for authority to abandon the Railway was made, under the 32nd section of "The Railway Companies Act, 1867," by persons named in the special Act incorporating the Company as Directors thereof.

The following extract from the application made to the Board of Trade sets forth the grounds upon which the abandonment was sought:—

"With the exception of the four persons named" (Directors of the Company, who each subscribed for 16 shares of 20*l.* each, fully paid up),

"All the parties locally interested in the making of the Railway, and who would have benefited by its construction, decline to contribute towards the Undertaking, and the Directors have not obtained the support from other Railway Companies they had hoped to receive, and consequently have found it impossible to proceed with the carrying out of the Undertaking."

"No part of the Railway has been made."

"No land has been purchased, nor has any notice to treat for the purchase of any land been served on any person."

"The time limited for the compulsory purchase of land expired in July last."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th Section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report, it appears that an amount equal to 16 shares of 20 *l.* each, fully paid up, was subscribed by five Directors between March and September 1866, for the purchase of discharging various liabilities, four of these Directors taking shares, and one of them preferring to pay 320 *l.* without taking shares.

The total amount thus subscribed was 1,600 *l.*

The total liabilities of the Company, up to the 18th January 1866, amounted, as recorded in the Minute Book, to 2,755 *l.*, but some of the claims therein included were afterwards compromised.

Nearly the whole of the expenditure incurred appears to have been in obtaining the Act, and it may be said to have amounted altogether to 2,200 *l.*, made

made up of 1,600 *l.* subscribed as above, by five Directors, and 600 *l.* advanced by the Union Bank, Helston.

No expenses have been incurred for construction.

No calls have been made; no sums have been received upon shares; no sums have been borrowed on mortgage or bond, otherwise than above described.

No land has been purchased except in so far that the Directors who subscribed the above amount did so on the understanding that land taken from any one of them "should be paid for up to the amount of capital so agreed to be taken by them."

The object of this Railway was by connecting the Helston district with the Cornwall Railway, to afford greater facilities for the conveyance of agricultural produce, fish, granite, serpentine, &c., which were otherwise more or less excluded from the general markets, as well as for local passenger traffic, and for excursion traffic in the summer season, and the principal landowners were highly favourable to the scheme. But no opposition appears now to be made to its abandonment, and the Minute Book of the Company shows that the Directors have unsuccessfully tried various means of carrying it out. Early in 1867, the district was diligently canvassed, and on the 19th February 1867, the Associated Railway Companies at Plymouth declined an offer made by the Helston Company to transfer to them, free of cost, the Parliamentary powers which had been obtained for making the Railway. The engineer of the Company also reported that he was unable to find a contractor or purchaser willing to construct it.

It was only under these circumstances that the Directors resolved upon taking the necessary steps for obtaining a warrant of abandonment.

As previously stated in the report on the case of the Fochabers and Garmouth Railway Company, the Board of Trade have determined to make the Parliamentary security for the completion of the Railway available in all cases, if requisite, for the payment of liabilities incurred on account of the Railway to be abandoned.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the "Helston and Penryn Junction Railway" in the terms of the Warrant accompanying this Report, and dated the 2nd day of April 1868.

Signed, by order of the Board of Trade,

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall, London,
2 April 1868.

HELSTON AND PENRYN JUNCTION RAILWAY.

WARRANT of the BOARD of TRADE authorising the ABANDONMENT of the HELSTON and PENRYN JUNCTION RAILWAY in pursuance of the Abandonment of Railways Act, 1850, and the Railway Companies Act, 1867; and REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
3 *April* 1868.

203—(2). *Under* 1 *oz.*

(COWES AND NEWPORT) EXTENSION RAILWAY BRANCH RAILWAY AND WORKS.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the (Cowes and Newport) Extension Railway Branch Railway and Works, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by "The Cowes and Newport Railway Act, 1864," the Cowes and Newport Railway Company were authorised to make and maintain an Extension Railway, Branch Railway, and Works, all in the Isle of Wight (that is to say):—

No. 1. An Extension Railway commencing from and out of the Cowes and Newport Railway, at a point about 178 yards from the door leading from the platform of the Newport Station of the said Railway into the booking office of the said Station, measured along the Cowes and Newport Railway in a northerly direction, and terminating by a Junction with the authorised Railway of the Isle of Wight Railway Company in a field numbered on the plans (deposited with the Clerk of the Peace for the County of Southampton in respect of the "Isle of Wight Railways Extensions Act, 1863,") 65 in the parish of Whippingham:

No. 2. A Branch Railway to be wholly situate in the parish of Northwood, commencing from and out of the Cowes and Newport Railway 97 yards or thereabouts (measured along the said Cowes and Newport Railway in a southerly direction) from the bridge which carries the Cowes and Newport Railway over the Accommodation Road in the Brickfield in the occupation of Thomas Wheeler, and known as Wheeler's Brickfield, and terminating on the western bank of the River Medina, in front of and immediately adjoining to a wood belonging to William George Ward, Esq., known as Chambler's Coppice, otherwise Shambler's Coppice:

No. 3. A Landing Place or Jetty, with Tramways thereon, in connection with such last-mentioned Branch Railway, commencing at the hereinbefore described intended termination thereof, and terminating in the River Medina, 80 yards or thereabouts from such termination of the said Branch Railway, measured in an easterly direction.

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Cowes and Newport Railway Company did, on the 30th day of October last, make application in writing to the Board of Trade, setting forth that the said Cowes and Newport Railway Company were desirous that the hereinbefore described Extension Railway, Branch Railway, and Works should be abandoned, and also setting forth the grounds upon which such

such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Cowes and Newport Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Extension Railway, Branch Railway, and Works, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Extension Railway, Branch Railway, and Works, has been brought before the Board of Trade: Now therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies' Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Extension Railway, Branch Railway, and Works, by the said "Cowes and Newport Railway Act, 1864," so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money deposited as security for the completion of the said Railway or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if the said Company are otherwise unable to pay and satisfy all their debts and liabilities in connection with the Railways and Works hereby authorised to be abandoned, be applied as part of the assets of the said Company, for the purpose of discharging such debts and liabilities.

Signed by Order of the Board of Trade, this 28th day of April 1868.

T. H. Farrer,
Secretary of the Board of Trade.

REPORT.

The Cowes and Newport Railway Company were authorised by their Act, 27 & 28 Vict. c. 58, to make:

1. An Extension Railway (2 furlongs, 1 chain, and 89 links long), commencing from a point near the Newport Station, and terminating by a junction with the authorised Railway of the Isle of Wight Railway Company:

2. A Branch Railway, wholly situate in the parish of Northwood (1 furong, 2 chains, and 30 links in length), commencing from a point on the Cowes and Newport Railway near a brickfield known as Wheeler's Brickfield, and terminating on the western bank of the River Medina, near a wood known as Chambler's or Shambler's Coppice:

3. A Landing Place, or Jetty, with tramways thereon, in connection with the above-mentioned Branch Railway, and at the termination of it above described.

For the purposes of this Act, the Company were empowered to raise additional capital not exceeding 12,000 *l.*, in shares of 10 *l.* each, and to borrow on mortgage not more than 4,000 *l.*

In this case, the application for authority to abandon the Railways and Works named was made under the first section of "The Railways Abandonment Act, 1850," as extended by "The Railway Companies' Act, 1867," by the Company, and

and with the consent of the holders of three-fifths of the shares or stock of the Company; the grounds upon which the abandonment was sought being:

> The failure of the Isle of Wight Railway Company to proceed with the railways authorised by "The Isle of Wight Railway Act, 1863;"*

Also that:

> The only object of the Company in applying for the "Cowes and Newport Railway Act, 1864," was to obtain a communication with such last-mentioned Railways when they should be constructed; and that, in the absence of the formation of those Railways, the construction of the said Extension and Branch Railways would be to involve the Company in great and useless expense, without a corresponding or indeed any advantage to them or the general public.

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th Section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report, it appears that in pursuance of the Act 9 Vict. c. 20, a deposit of 960 *l.*, being 8 per cent. upon 12,000 *l.*, the estimated expense of the above works, was invested in Consols (previously to the 15th January 1864), and now stands in the name of the Accountant General of the Court of Chancery.

None of the shares have been created or issued.

No calls have been made or sums received upon them. No sums have been borrowed on mortgage. No land has been purchased, but notices to treat and agree have been served on two or three parties.

The object of the Extension Railway, the Branch Railway, and the Landing Place above referred to was to enable the Cowes and Newport Company to carry through traffic, and especially goods traffic, in connection with the proposed and authorised central lines and other portions of the Isle of Wight Railway. The time having expired within which the central lines were to have been completed, the powers of the Isle of Wight Railway Company in regard to them have lapsed.*

As there is no longer any possibility of these central lines being constructed, the only object which the Cowes and Newport Railway Company had in view when they obtained authority to construct these works has been defeated.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the (Cowes and Newport) Extension Railway, Branch Railway, and Works, in the terms of the Warrant accompanying this Report, and dated the 28th day of April 1868.

Signed by order of the Board of Trade.

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall, London,
28 April 1868.

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* Application has been made by the Isle of Wight Railway Company for authority to abandon these Railways, and a warrant authorising their abandonment has been granted.

RAILWAYS ABANDONMENT.

(COWES AND NEWPORT) EXTENSION RAILWAY BRANCH RAILWAY AND WORKS.

WARRANT of the BOARD of TRADE authorising the ABANDONMENT of the (COWES and NEWPORT) EXTENSION RAILWAY BRANCH RAILWAY and WORKS, in pursuance of the Abandonment of Railways Act, 1850, and the Railway Companies Act, 1867; and REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
4 *May* 1868.

203—(3).

Under 1 *oz.*

ISLE OF WIGHT RAILWAY (CENTRAL AND WESTERN LINES).

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Central and Western Lines of the Isle of Wight Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by "The Isle of Wight Railways (Extensions) Act, 1863," the Isle of Wight Railway Company were authorised to make the Railways therein described as "The Central Lines," that is to say:—

(A). A Railway (No. 1), commencing by a junction with the authorised line of the Railway described in the Act of 1860 as Railway No. 2, and in the Plans so deposited in 1859, as Railway No. 3, and as now set out in a field numbered on those Plans 29, in the parish of St. Helen's, at or near to the farm buildings at Smallbrook, now or late in the occupation of James Osmond Brook, and terminating at or near to the public road leading from the town of Newport to Barton's Village, at a point distant about 100 yards eastward from the bridge which crosses the River Medina, at the bottom of High-street, Newport, and which Railway will be made in the parishes or places following, or some of them, namely, Saint Helen's, Newchurch, Brading, Arreton, Wootton, Whippingham, Carisbrook, and Newport.

(B). A Railway (No. 2), commencing by a junction with the Railway (No. 1), at the termination thereof, and terminating by a junction with the authorised line of the Company's Railway as now set out in a field immediately adjoining to the village of Wroxall, numbered on the Plans so deposited in 1859, 224, in the parish of Newchurch, and which Railway (No. 2) will be made in the several parishes or places following, or some of them, namely, Whippingham, Carisbrook, Newport, Gatcomb, Arreton, Godshill, and Newchurch.

And whereas, by the "Isle of Wight Railways' (Extensions) Act, 1865," the Isle of Wight Railway Company were authorised to make the Railways therein described as "The Western Lines," together with a Junction Railway at or near Wroxall, such Railway to form part of the "Central Lines," that is to say:—

1. A Railway (hereinafter called Railway No. 1), commencing in the parish of Whippingham, in the Isle of Wight, in the county of Southampton, by a junction with the authorised line of the Company's Railway from Newport to Wroxall, near to the town of Newport, at the north wall of a house the property of George Henry Cooke, and in the occupation of William Hall, numbered 132, in the parish of Whippingham, on the deposited Plans of "The Isle of Wight Railways Extension, 1863," (Railway No. 2), and terminating at Yarmouth in a field commonly known as "Holmes Land," 120 yards, or thereabouts, east of the gasworks, and

 bounded

bounded on the south by Thorley Brook, the property of the Right Honourable Lord Heytesbury, and in the occupation of Philip Wright, situate in the parish of Yarmouth, in the county of Southampton, which said Railway will pass by, from, through, in, or into the several parishes, townships, extra-parochial, or other places following, that is to say, Whippingham, St. Nicholas, Carisbrook, Shalfleet, Calbourne, Thorley, and Yarmouth, all in the Isle of Wight and county of Southampton.

2. A Railway (hereinafter called Railway No. 2), commencing in the said parish of Yarmouth by a junction with the lastly-described Railway at the termination thereof, and terminating in a field near to Freshwater Village, belonging to Benjamin Cotton, Esq., at a point marked on the deposited Plan and Section for the Railways hereby authorised "1 mile and 6 furlongs" on Railway No. 2, which said Railway will pass through, in, or into the several parishes, townships, extra-parochial, or other places following, that is to say, Yarmouth, Thorley, and Freshwater, all in the said Isle of Wight and county of Southampton aforesaid.

3. A Railway (hereinafter called Railway No. 3), commencing by a junction with the Company's authorised Railway from Ryde to Ventnor, now in course of construction, at or near a point 50 yards north of a fence separating the fields numbered respectively 188 and 191 on the deposited Plans of "The Isle of Wight Eastern Section Railway, 1860," being the property of the Isle of Wight Railway Company, in the parish of Newchurch, in the county of Southampton, and terminating by a junction with the Company's authorised Railway from Newport to Wroxall, in a field commonly know as "Great Ground," numbered 80 on the deposited Plans of the "Isle of Wight Railways (Extensions), 1863," the property of David England Gillingham, in the occupation of Thomas Lidgeard, in the parish of Godshill, in the county of Southampton, which said Railway will pass from, through, in, or into the several parishes, townships, extra-parochial, or other places following (that is to say), Godshill and Newchurch, all in the Isle of Wight and county of Southampton aforesaid.

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Isle of Wight Railway Company did, on the 30th day of September last make application in writing to the Board of Trade, setting forth that the said Isle of Wight Railway Company were desirous that the hereinbefore described Railways ("Central" and "Western" Lines) should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application; and the Board of Trade required and directed the said Isle of Wight Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas, it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways ("Central" and "Western" Lines), and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas, the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railways ("Central" and "Western" Lines) has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railways ("Central" and "Western" Lines) by the said "Isle of Wight Railways (Extensions) Act, 1863," and "Isle of Wight Railways (Extensions) Act, 1865," so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect, upon the condition that the money deposited as security for the completion of the said Railway, or the stocks, funds,

funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if the said Company are otherwise unable to pay and satisfy all their debts and liabilities in connection with the Railways and Works hereby authorised to be abandoned, be applied as part of the assets of the said Company, for the purpose of discharging such debts and liabilities.

Signed by order of the Board of Trade, this 28th day of April 1868.

T. H. Farrer,
Secretary of the Board of Trade.

REPORT.

The Isle of Wight Railway Company were authorised by their Act of 1863, 26 & 27 Vict. c. 232, to make the Railways therein described, as the "Central Lines," namely:—

1. A Railway from Ryde to Newport (about eight miles long).
2. A Railway from Newport to Wroxall (about six miles long).

For the purposes of connecting the "Central Lines" the Company were empowered to raise, by means of new shares of 10 *l.* each, additional capital not exceeding 180,000 *l.*; and to borrow on mortgage not more than 60,000 *l.*

By their Act of 1865, 28 & 29 Vict. c. 224, the Company were authorised to make the Railways therein described, namely:—

1. A Railway from Newport to Yarmouth (9½ miles long).
2. A Railway from Yarmouth to Freshwater (1¾ miles long).
3. A Railway commencing by a junction with authorised line from Ryde to Ventnor at or near to Wroxall, and terminating by a junction with authorised line from Newport to Wroxall.

This Act further enacts, that "The Railways Nos. 1 and 2" respectively shall be called "The Western Lines," and "The Railway No. 3 shall form part of the Central Lines."

For the purposes of the Act of 1863 and this Act, with respect to the "Central Lines," the Company were empowered to raise by means of ordinary shares additional capital not exceeding 20,000 *l.*, and to borrow on mortgage not more than 6,300 *l.*; and for the purpose of this Act (1865), with respect to the "Western Lines," the Company were empowered to raise, by means of new shares of 10 *l.* each, additional capital not exceeding 160,000 *l.*, and to borrow on mortgage not more than 53,000 *l.*

In this case no part of the authorised share capitals has been subscribed.

Application was made for authority to abandon these Railways, without the consent of the holders of three-fifths of the shares or stock of such Company ("Abandonment of Railways Act, 1850," Sect. 1), on the grounds that the capitals for the Railways proposed to be abandoned are entirely distinct from the capital authorised by the Company's Act of 1860 (for their "Eastern Lines"), and that no part of the said capitals has been subscribed.

The Board of Trade required the consent of the shareholders of the Isle of Wight Railway Company (under their Act of 1860) to the proposed abandonment of the lines above mentioned; and such consent was duly given in the manner prescribed in the "Abandonment of Railways Act, 1850," Sect. 1.

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th Section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's report, it appears that no calls have been made or sums received on any of the above shares. No sums have been borrowed on mortgage or bond; no land has been purchased, and no notices to treat have been given. A few arrangements in regard to purchase were made conditionally on the works being commenced, but it is not expected that any claims will be made on account of such arrangements.

A sum of about 3,300 *l.*, has been expended by the Company, and is separately shown in their published accounts, in respect of legal and Parliamentary expenses incurred on account of the above Central and Western Lines. There are still claims for preliminary and Parliamentary expenses, &c., amounting in all to about 4,000 *l.*

The Isle of Wight Railway Company not having raised any of the capital authorised for the construction of the above Railways, have no monies in hand on account of these Railways.

These Railways would, if they could have been constructed, have contributed largely to the public convenience, by connecting all the principal towns of the island with one another, and would have enabled the existing Railways to carry coals from the Medina, and goods, to all parts of the island. There are three projects before Parliament in the present Session for supplying to some extent, and to the eastern district of the island, the accommodation which these Railways would have afforded.

The minute books of the Company show that, after the passing of the Act of 1863, the Company had great difficulty, in consequence of the failure of their contractor (who assigned his contract to a creditor), in completing their existing eastern line from Ryde to Ventnor, which was only opened for traffic throughout in September 1866. The prospect of raising capital for the completion of their system is hopeless for the present; numerous attempts to induce the public to subscribe the necessary capital, and contractors to assist in these undertakings, having proved unsuccessful.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the "Isle of Wight Central and Western Lines" in the terms of the Warrant accompanying this Report, and dated the 28th day of April 1868.

Signed by order of the Board of Trade.

Whitehall, London,
28 April 1868.

T. H. Farrer,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

ISLE OF WIGHT RAILWAY (CENTRAL AND WESTERN LINES).

WARRANT of the BOARD OF TRADE authorising the ABANDONMENT of the ISLE of WIGHT RAILWAY (CENTRAL and WESTERN LINES) in pursuance of the Abandonment of Railways Act, 1850, and the Railway Companies Act, 1867; and REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
4 *May* 1868.

203—(4).

Under 1 *oz.*

COWES AND NEWPORT EXTENSION RAILWAY BRANCH RAILWAY AND WORKS.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of a Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Cowes and Newport Extension Railway Branch Railway and Works, together with the subjoined Report, explanatory of the circumstances under which this Warrant has been issued.

WARRANT.

Whereas, by "The Cowes and Newport Railway Act, 1864," the Cowes and Newport Railway Company were authorised to make and maintain an Extension Railway, Branch Railway, and Works, all in the Isle of Wight (that is to say):—

No. 1. An Extension Railway commencing from and out of the Cowes and Newport Railway, at a point about 178 yards from the door leading from the platform of the Newport Station of the said Railway into the booking office of the said Station, measured along the Cowes and Newport Railway in a northerly direction, and terminating by a Junction with the authorised Railway of the Isle of Wight Railway Company in a field numbered on the plans (deposited with the Clerk of the Peace for the County of Southampton in respect of the "Isle of Wight Railways Extensions Act, 1863,") 65 in the parish of Whippingham:

No. 2. A Branch Railway to be wholly situate in the parish of Northwood, commencing from and out of the Cowes and Newport Railway 97 yards or thereabouts (measured along the said Cowes and Newport Railway in a southerly direction) from the bridge which carries the Cowes and Newport Railway over the Accommodation Road in the Brickfield in the occupation of Thomas Wheeler, and known as Wheeler's Brickfield, and terminating on the western bank of the River Medina, in front of and immediately adjoining to a wood belonging to William George Ward, Esq., known as Chambler's Coppice, otherwise Shambler's Coppice:

No. 3. A Landing Place or Jetty, with Tramways thereon, in connection with such last-mentioned Branch Railway, commencing at the hereinbefore described intended termination thereof, and terminating in the River Medina, 80 yards or thereabouts from such termination of the said Branch Railway, measured in an easterly direction.

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Cowes and Newport Railway Company did, on the 30th day of October last, make application in writing to the Board of Trade, setting forth that the said Cowes and Newport Railway Company were desirous that the hereinbefore described Extension Railway, Branch Railway, and Works should be abandoned, and also setting forth the grounds upon which such

such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Cowes and Newport Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Extension Railway, Branch Railway, and Works, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Extension Railway, Branch Railway, and Works, has been brought before the Board of Trade: Now therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies' Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Extension Railway, Branch Railway, and Works, by the said "Cowes and Newport Railway Act, 1864," so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money deposited as security for the completion of the said Railway or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if the said Company are otherwise unable to pay and satisfy all their debts and liabilities in connection with the Railways and Works hereby authorised to be abandoned, be applied as part of the assets of the said Company, for the purpose of discharging such debts and liabilities.

Signed by Order of the Board of Trade, this 29th day of June 1868.

T. H. Farrer,
Secretary of the Board of Trade.

REPORT.

This Warrant, with a Report, was laid before both Houses of Parliament on the 30th April last, but owing to an oversight on the part of the Company, notice thereof was not duly inserted in the "London Gazette." Under the 17th and 19th Sections of "The Abandonment of Railways Act, 1850," the granting of a Warrant of Abandonment must be advertised in the London, Edinburgh, or Dublin Gazette (as the case may require), and in a local newspaper, *within* one month after the day on which it is granted; and the Company are not released from their liabilities in connection with the Railway to be abandoned until after the publication of such notice of the Warrant as aforesaid.

Under these circumstances this Warrant, authorising the abandonment of the Cowes and Newport Extension Railway, Branch Railway, and Works, is laid a second time before Parliament, in the precise terms of that previously granted, in order to enable the Company to publish their advertisements in strict accordance with the requirements of the Act above referred to.

Signed by order of the Board of Trade.

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall, London,
29 June 1868.

RAILWAYS ABANDONMENT.

COWES AND NEWPORT EXTENSION RAILWAY BRANCH RAILWAY AND WORKS.

WARRANT of the BOARD of TRADE authorising the ABANDONMENT of the COWES and NEWPORT EXTENSION RAILWAY BRANCH RAILWAY and WORKS, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867"; and REPORT thereon.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
1 *July* 1868.

203—(5). *Under* 1 *oz.*

WORCESTER, DEAN FOREST, AND MONMOUTH (EXTENSION TO GLOUCESTER) RAILWAY AND DEVIATIONS.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Worcester, Dean Forest, and Monmouth (Extension to Gloucester) Railway and Deviations, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

Whereas, by "The Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864," the Worcester, Dean Forest, and Monmouth Railway Company were authorised to make the Extension Railway and works therein described as "A Railway, with all proper approaches, stations, sidings, works and conveniences connected therewith, to commence in the parish of Newent in the county of Gloucester, by a junction there with the Worcester, Dean Forest, and Monmouth Railway, and to terminate in the parish or extra-parochial place of North Hamlet or Town Ham in the said county, at or near a point on the Gloucester and Dean Forest Railway, of the Great Western Railway Company, 240 yards or thereabouts eastward of the centre of the bridge carrying the turnpike road from Gloucester to Hereford over the last-mentioned Railway, by a Junction there with such last-mentioned Railway;" And whereas, by "The Worcester, Dean Forest, and Monmouth Railway Act, 1865," the Worcester, Dean Forest, and Monmouth Railway Company were authorised to make Deviations in the Line of the Gloucester Extension and Works, therein described as:—

1. A Deviation or substituted Line to commence from and out of the authorised Line of Railway in the parish of Rudford, in the county of Gloucester, at or about the point marked on the plans and sections deposited in respect of the Gloucester Extension, and referred to in the Act of 1864, four miles five furlongs and four chains, from the commencement thereof, and terminating in the parish of Churcham and county of Gloucester, by a Junction with the said authorised Line, at or about a point marked on the said plans and sections seven miles and six furlongs:

"2. A Deviation or substituted Line to commence from and out of the authorised Line at or near the point marked on the plans and sections deposited in respect of the Gloucester Extension Railway, and referred to in the Act of 1864, seven miles and six furlongs from the commencement thereof, which said point is in the parish of Churcham in the county of Gloucester, and terminating by a Junction with the Gloucester, and Dean Forest Line of the Great Western Railway Company, at or about 40 yards to the westward from the centre of the iron girder bridge carrying such last-mentioned Railway over the River Severn."

 And

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Worcester, Dean Forest and Monmouth Railway Company did, on the 4th day of January last, make application in writing to the Board of Trade, setting forth that the said Worcester, Dean Forest, and Monmouth Railway Company were desirous that the hereinbefore described Railway ("Gloucester Extension" and "Deviations") should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Worcester, Dean Forest and Monmouth Railway Company, to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway ("Gloucester Extension" and "Deviations"), and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained which in the opinion of the Board of Trade would justify them in withholding their consent to the proposed abandonment: Now therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway ("Gloucester Extension" and "Deviations"), by the said "Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864," and "Worcester, Dean Forest, and Monmouth Railway Act, 1865," so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money deposited as security for the completion of the said Railway, or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if the said Company are otherwise unable to pay and satisfy all their debts and liabilities in connection with the Railway and Works hereby authorised to be abandoned, be applied as part of the assets of the said Company, for the purpose of discharging such debts and liabilities.

Signed by Order of the Board of Trade, this 28th day of July 1868,

T. H. Farrer,
Secretary of the Board of Trade.

REPORT.

The Worcester, Dean Forest, and Monmouth Railway Company were authorised by their Act of 1864, 27 & 28 Vict., c. 295, to make:

> An Extension Railway, between 6 and 7 miles long, from the authorised Railway of the Company ("Worcester, Dean Forest, and Monmouth Railway Act, 1863," 26 & 27 Vict., c. 185), in the parish of Newent, in the county of Gloucester, to the Gloucester, Dean Forest, and Monmouth Railway of the Great Western Railway Company, near Gloucester.

By their Act of 1865, 28 & 29 Vict. c. 319, the Company were authorised to make deviations in the above Gloucester Extension, and to relinquish the construction of certain portions of the Extension as authorised.

The application for authority to abandon the Extension Railway was made by the Company, with the unanimous consent of the holders of three-fifths of the shares or stock of the Company, the grounds upon which the abandonment was sought being:—

> That no portion of the capital authorised by the Company's Acts of 1864 and 1865 has been raised:

That

That no land has been taken or purchased under the powers of the said Acts, or for the purposes of the said Extension to Gloucester Railway, nor have any Works been commenced thereon, or for the purposes thereof:

That by reason of the great and general depreciation in Railway securities, the Company are rendered incapable of raising the necessary capital for the construction of the said Extension to Gloucester Railway.

The application was duly advertised, and three objections to the proposed abandonment were laid before the Board of Trade.

Two of these objections were subsequently withdrawn, and the remaining one, being that of private persons seeking compensation for expenses which they allege themselves to have incurred in consequence of the promotion of this line, did not appear to the Board of Trade to be one which they could entertain; they therefore acquainted the objectors in this case, that "The Abandonment of Railways Act, 1850," specifies the cases in which compensation can be claimed, and the manner in which claims are to be made.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th Section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report, it appears that the "Gloucester Extension" of the Worcester, Dean Forest, and Monmouth Railway was projected in connection with the main line from Monmouth, through the Forest of Dean, past Newent, to Malvern, for which an Act was obtained in 1863. The "Extension" Line was to be between 6 and 7 miles long. The "Extension" Act (1864) empowered the Company to raise 150,000 *l.* by the creation of new shares, of the nominal value of 10 *l.* each, such new share capital to be considered as part of the general capital of the Company, and to borrow on mortgage any sums not exceeding in the whole 50,000 *l.*, in addition to the sums authorised to be borrowed by the Act of 1863.

A deposit of 12,000 *l.*, being 8 per cent. on the above sum of 150,000 *l.* was paid into the Court of Chancery, and still remains there in the name of the Accountant General. By some oversight it has never been invested, and it has therefore borne no interest.

By their Deviation Act of 1865 the Company were empowered to raise (in addition to the power in the Acts of 1863 and 1864) 120,000 *l.* by the creation of new shares of 10 *l.* each, and to borrow on mortgage further sums, not exceeding 40,000 *l.* No deposit was required by the Act of 1865.

No shares have been issued in connection with this part of the Company's line.

No land has been purchased or entered upon. No notices to treat have been served. No money has been expended in works of any kind.

The object of this Extension Line was to connect the district of the South Wales Railway, as well as Gloucester and Bristol, with the Forest of Dean, Newent, and Malvern, and further, by means of the West Midland Railway, with the coal fields and iron districts of South Staffordshire.

It does not appear to be practicable at the present time to raise money for its construction.

Having therefore taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Gloucester Extension Railway and Deviations therein, in the terms of the Warrant accompanying this Report, and dated the 28th day of July 1868.

Signed by order of the Board of Trade,

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall, London,
28 July 1868.

203—(6).

RAILWAYS ABANDONMENT.

WORCESTER, DEAN FOREST, AND MONMOUTH (EXTENSION TO GLOUCESTER) RAILWAY AND DEVIATIONS.

WARRANT of the BOARD OF TRADE authorising the ABANDONMENT of the WORCESTER, DEAN FOREST, and MONMOUTH (EXTENSION to GLOUCESTER) RAILWAY and DEVIATIONS, in pursuance of the Abandonment of Railways Act, 1850, and the Railway Companies Act, 1867; and REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
29 *July* 1868.

203—(6).

Under 1 *oz.*

PETERSFIELD AND BISHOPS WALTHAM RAILWAY.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of a Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Petersfield and Bishops Waltham Railway, together with the subjoined Report, explanatory of the circumstances under which this Warrant has been issued.

WARRANT.

Whereas, by the Petersfield and Bishops Waltham Railway Act, 1864," The Petersfield and Bishops Waltham Railway Company were incorporated for the purpose of making and maintaining:—

> "A Railway commencing in the parish of Bishops Waltham, in the county of Southampton, by a junction with the Bishops Waltham Railway at or near the termination thereof, and terminating in the parish of Buriton, in the said county, by a junction with the Portsmouth Railway of the London and South Western Railway Company, near the Petersfield Station thereon."

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Petersfield and Bishops Waltham Railway Company did, on the 30th day of April last, make application in writing to the Board of Trade, setting forth that the said Petersfield and Bishops Waltham Railway Company were desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Petersfield and Bishops Waltham Railway Company to give notice by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now therefore, the Board of Trade, pursuant to, and in exercise of the power and discretion in them vested by the said "Abandonment of Railways Act, 1850," and "Railway Companies Act 1867:" Do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by the said "Petersfield

 and

and Bishops Waltham Railway Act, 1864," so authorised to be made as aforesaid (being the whole Railway and Undertaking of the said Petersfield and Bishops Waltham Railway Company) shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall, if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 28th day of July 1868.

T. H. Farrer,
Secretary to the Board of Trade.

REPORT.

The Undertaking of the Petersfield and Bishops Waltham Railway Company, as authorised by their Act of Incorporation, 27 & 28 Vict., c. 310, consists of a Railway (12 miles 5 furlongs and 5½ chains in length) commencing in the parish of Bishops Waltham, in the county of Southampton, by a junction with the Bishops Waltham Railway, and terminating in the parish of Buriton, in the said county, by a junction with the Portsmouth Railway of the London and South Western Railway Company, near the Petersfield Station thereon. For the purposes of the Act the Company were empowered to raise 150,000 *l.* by shares of 10 *l.* each, and to borrow on mortgage any sum not exceeding 50,000 *l.*

In this case, no part of the share-capital having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of the "Railway Companies Act 1867," by the persons named in the special Act incorporating the Company as directors thereof.

The following extracts from the application made to the Board of Trade set forth the grounds upon which the abandonment was sought.

"The principal ground upon which the present application is based is, that since the passing of the Act the entire loss of public confidence in new Railway Companies, as an investment for capital, has rendered it quite hopeless to attempt to raise the money necessary for the construction of this Line."

"The local circumstances affecting the prospects of the Railway when it was projected, have since materially changed for the worse."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report it appears that no shares have been created or issued, and no calls have been made or sums received on account of shares. No sums have been borrowed on mortgage. No land has been purchased, nor have any notices to treat been served.

There are no funds in the hands of the Company.

A deposit of 12,000 *l.*, being eight per cent. on the share capital of 150,000 *l.*, was deposited, as 13,000 *l.* New 3 per Cents. in the Court of Chancery in 1864; and was subsequently replaced, under the 28th section of the Company's Act, by a bond in twice the amount. This bond is now with the Solicitor to the Treasury.

The objects of this line were to connect Southampton (*viâ* Bishopstoke), and the adjacent district with the Sussex system of Railways, and to afford a second line from the Southampton district to London by the direct Portsmouth Railway.

Railway. There were also extensive clay and pottery works at Bishops Waltham, and expectations of considerable cattle traffic from Botley, which was in 1864 a great market for home cattle.

The promoters have however found it impossible during the recent crisis to raise money for the construction of the works; the clay and pottery works at Bishops Waltham have been shut up; and the cattle market at Botley has considerably fallen off, as a result of the Cattle Plague. They are, therefore, compelled to apply for the abandonment of the line, for which there appears to be no hope of either local or general support.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Petersfield and Bishops Waltham Railway, in the terms of the Warrant accompanying this Report, and dated the 28th day of July 1868.

Signed by order of the Board of Trade,

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall, London,
28 July 1868.

RAILWAYS ABANDONMENT.

PETERSFIELD AND BISHOPS WALTHAM RAILWAY.

WARRANT of the BOARD of TRADE authorising the ABANDONMENT of the PETERSFIELD and BISHOPS WALTHAM RAILWAY, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867;" and REPORT thereon.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
29 *July* 1868.

203—(7).

Under 1 *oz.*

TURNPIKE TRUSTS.

RETURN to an Address of the Honourable The House of Commons, dated 8 August 1867;—*for*,

'RETURN of TURNPIKE TRUSTS continued by the ANNUAL CONTINUANCE ACTS in the last Four Years, 1864, 1865, 1866, and 1867, giving Name of Trust and County in each case; Date of Expiry of last Local Act in each case; Amount of Interest per Cent. payable under last Local Act; Amount of Interest payable since placed in Continuance Act, giving the Year when reduced to its present Amount; Names of Trusts out of Debt; Names of Trusts where Roads wholly or partly Maintained by Parishes; Amount of Debt paid off in each case since Trust placed in Annual Continuance Act:"

"The Return to be made in the following Form:

Names of Trusts and County kept alive by Continuance Acts.	1864.	1865.	1866.	1867, if practicable.	Date of Expiry of last Local Act in each case.	Interest per Cent. Payable under last Local Act.	Interest per Cent. Payable since placed in Continuance Act.	Year when Interest Reduced to Present Amount.	Name of Trusts out of Debt.	Trusts in Debt where Roads wholly or partly Maintained by Parishes.	Amount of Debt Paid off in each Trust since placed in Continuance Act.

Whitehall, 12 June 1868.

JAMES FERGUSSON.

(*Colonel William Stuart.*)

Ordered, by The House of Commons, *to be Printed*, 16 *June* 1868.

RETURN of TURNPIKE TRUSTS continued by the ANNUAL CONTINUANCE ACTS in the last Four Years, 1864, 1865, 1866, and 1867, giving Name of Trust and County in each case; Date of Expiry of last Local Act in each case; Amount of Interest per Cent. Payable under last Local Act; Amount of Interest Payable since placed in Continuance Act, giving the Year when reduced to its present Amount; Names of Trusts out of Debt; Names of Trusts where Roads wholly or partly Maintained by Parishes; Amount of Debt paid off in each case since Trusts placed in Annual Continuance Act.

Names of Trusts and County kept alive by Continuance Acts.	1864.	1865.	1866.	1867.	Date of Expiry of last Local Act in each case.	Interest per Cent. Payable under last Local Act.	Interest per Cent. Payable since placed in Continuance Act.	Year when Interest Reduced to Present Amount.	Names of Trusts out of Debt.	Trusts in Debt where Roads wholly or partly Maintained by Parishes.		Amount of Debt Paid off in each Trust since placed in Continuance Act.
BEDFORD.					*End of Session after*							£. s. d.
Barford	√	√	√	√	1835	5 *l.*	5 *l.*	-	-	-	-	2,266 12 4
Bedford and Newport Pagnell	√	√	√	√	1835	-	-	-	Bedford and Newport Pagnell	-	-	Debt relinguished in 1853.
Great Staughton to Lavendon	√	√	√	√	1844	5 *l.*	5 *l.* and 3 *l.*	1856	-	-	-	889 - -
Hitchin and Bedford	-	-	-	√	1866	-	-	-	Hitchin and Bedford.	—	—	—
Hockliffe and Woburn	√	√	√	√	1842	5 *l.*	5 *l.* and 4 *l.*	1862	-	-	-	2,700 - -
Puddlehill	√	√	√	√	1835	-	-	-	Puddlehill	-	-	Debt extinguished by 24 & 25 Vict. c. 28.
BERKS.												
Fyfield	√	√	√	√	1843	4 *l.*	4 *l.* and 3 *l.*	1862	—	—	—	—
Fyfield, St. John's Bridge, and Newbridge.	-	√	√	√	1864	5 *l.*	5 *l.*	-	-	Fyfield, St. John's Bridge, and Newbridge.	partly.	—
Harwell and Streatley	-	-	-	√	1866	5 *l.*	None	1867	-	Harwell and Streatley	wholly.	—
Hurley	√	√	√	√	1847	4 *l.* 10 *s.*	4*l.* 10 *s.* and 1 *l.*	1853	-	Hurley	wholly	1,368 - -
Maidenhead	√	√	√	√	1847	4 *l.* and 5 *l.*	4 *l.* and 5 *l.*	-	-	-	-	1,800 - -
Reading and Basingstoke	√	√	√	√	1843	5 *l.*	5 *l.*	—	—	—	—	—
Speenhamland, Districts of Reading and Marlborough.	√	√	√	√	1836 and 1837	5 *l.*	5*l.*, 4 *l.*, and 3 *l.*	1854	-	-	-	2,475 - -
Twyford and Theale	√	√	√	√	1847	5 *l.*	5 *l.* and 4 *l.*	1863	-	-	-	3,300 - -
Windsor Forest	√	√	√	√	1843	5 *l.*	5 *l.* and 4 *l.*	1860	-	Windsor Forest	partly	2,000 - -
BUCKS.												
Aylesbury and Hockliffe	√	√	√	√	1862	5 *l.*	5 *l.*	-	-	-	-	400 - -
Bicester and Aylesbury	-	√	√	√	1864	5 *l.*	3 *l.* 10 *s.*	1864	-	Bicester and Aylesbury	partly	876 - -
Bromham and Olney	√	√	√	√	1863	4 *l.*	3 *l.*	1864	—	—	—	—
Buckingham to Hanwell, Upper Division	√	√	√	√	1863	5 *l.*	4 *l.*	1863	-	-	-	150 - -
Princes Risborough and Thame	√	√	√	√	1846	4*l.*, 4*l.* 10*s.*, 5*l.*	4*l.*, 4*l.* 10*s.*, 5*l.*	-	-	Princes Risborough and Thame	partly	2,630 - -
Wendover and Buckingham	√	√	√	√	1861	5 *l.*	4 *l.*	1862	-	-	-	2,200 - -
CAMBRIDGE.												
Arrington	√	√	√	√	1838	-	-	-	Arrington.	—	—	—
Hauxton and Dunsbridge	√	√	√	√	1849	-	-	-	Hauxton and Dunsbridge.	—	—	—
Newmarket Heath	√	√	√	√	1860	-	-	-	Newmarket Heath.	—	—	—
Paper Mills	√	√	√	√	1836	-	-	-	Paper Mills.	—	—	—
Red Cross	√	√	√	√	1861	5 *l.*	5 *l.* and 4 *l.*	1864	-	-	-	360 - -
Royston to Wandesford Bridge, South District.	√	√	√	√	1843	5 *l.*	5*l.* and 2*l.* 10*s.*	1856	-	-	-	900 - -
St. Neots to Cambridge	√	√	√	√	1834	3 *l.*	3 *l.*	-	-	St. Neots and Cambridge	partly	1,853 12 10
Wisbech and Thorney	√	√	√	√	1862	5 *l.*	3 *l.* 10 *s.*	1862	-	Wisbech and Thorney	wholly	1,300 - -

Acton Bridge and Hartford Green	✓	✓	✓	✓	1844 and 1849	5 *l.* and 4 *l.*	3 *l.*	1863	-	-	-	-	-	1,000 4 -
Ashton and Frodsham	✓	✓	✓	✓	1849	No Return can be obtained.								
Chelford and Holmes Chapel	✓	✓	✓	✓	1841	4 *l.*	4 *l.* and none	1856	-	-	-	-	Chelford and Holmes Chapel wholly	836 7 2
Chester and Frodsham	✓	✓	✓	✓	1849	No Return can be obtained.								
Chester, Neston, and Woodside Ferry	–	✓	✓	✓	1864	5 *l.*	5 *l.*	-	-	-	-	-	-	390 - -
Chester and Tarvin	✓	✓	✓	✓	1860	No Return can be obtained.								
Chester and Whitchurch	✓	✓	✓	✓	1845	5 *l.* & 4 *l.* 10 *s.*	5 *l.*, 4 *l.* 10 *s.* & 4 *l.*	1865	-	-	-	-	-	1,325 - -
Chester and Wrexham	✓	✓	✓	✓	1849	No Return can be obtained.								
Cranage and Warrington and Macclesfield and Nether Tabley (united).	✓	✓	✓	✓	1841 and 1862	5 *l.*	5 *l.* and 4 *l.*	1852	-	-	-	-	-	2,125 - -
Frodsham and Wilderspool	✓	✓	✓	✓	1848	5 *l.*	5 *l.* and 4 *l.*	1863	-	-	-	-	Frodsham and Wilderspool partly	5,650 - -
Hinderton and Birkenhead	✓	✓	✓	✓	1847	5 *l.*	5 *l.* and 3 *l.* 10 *s.*	1854	-	-	-	-	Hinderton and Birkenhead partly	1,160 - -
Macclesfield, District of the Sandon	✓	✓	✓	✓	1845	5 *l.*	5 *l.* and 4 *l.*	1851	-	-	-	-	-	7,055 9 10
Nantwich and Congleton, Middlewich to Nantwich.	–	–	–	✓	1866	5 *l.*	3 *l.*	1866	-	-	-	-	-	125 - -
Sandbach and Congleton	–	–	–	✓	1866	4 *l.* 10 *s.* and 4 *l.*	4 *l.* 10 *s.* and 4 *l.*	-	-	-	-	-	Sandbach and Congleton wholly	162 - -
Span Smithy, Booth Lane, and Winsford.	✓	✓	✓	✓	1843	5 *l.*	5 *l.*	-	-	-	-	-	-	128 - -
Span Smithy and Linley Lane	✓	✓	✓	✓	1845	5 *l.* to 4 *l.*	5 *l.* to 4 *l.* and 3 *l.*	1865	-	-	-	-	-	1,720 - -
Tarporley and Whitchurch	✓	✓	✓	✓	1860	2 *l.* 10 *s.*	1 *l.*	1860	-	-	-	-	-	1,561 16 -
Washway (Crossford Bridge to Altrincham).	✓	✓	✓	✓	1848	(United with the Stockport and Warrington Trust, which expires in 1877.)								
CORNWALL.														
Bodmin and Roche District	–	–	–	✓	1867	5 *l.*	2 *l.* 10 *s.*	1867	-	-	-	-	Bodmin and Roche District w olly.	—
Callington	✓	✓	✓	✓	1848	5 *l.* and 4 *l.* 10 *s.*	5 *l.* and 4 *l.* 10 *s.*	-	-	-	-	-	-	2,600 - -
Creed and St. Just	✓	✓	✓	✓	1848	5 *l.*	4 *l.* and 2 *l.*	1867	-	-	-	-	-	200 - -
St. Austell and Lostwithiel	–	–	–	✓	1867	5 *l.* and 4 *l.*	3 *l.*	1867	-	-	-	-	-	300 - -
Trebarwith Sands Road	✓	✓	✓	✓	1846	5 *l.*	5 *l.* and 2 *l.*	1855	-	-	-	-	-	154 7 10
CUMBERLAND.														
Brampton and Longtown	✓	✓	✓	✓	1860	4 *l.*	4 *l.* and 3 *l.*	1863	-	-	-	-	-	430 - -
Brougham Bridge	–	✓	✓	✓	1864	5 *l.*	3 *l.* 10 *s.*	1865	—		—		—	—
Carlisle and Brampton	✓	✓	✓	✓	1849	4 *l.*	4 *l.*	-	-	-	-	-	-	2,081 10 -
Cockermouth and Carlisle	✓	✓	✓	✓	1845	4 *l.* 10 *s.*	4 *l.* 10 *s.*	-	-	-	-	-	-	1,350 - -
Cockermouth and Workington	✓	✓	✓	✓	1863	5 *l.*, 4 *l.* 10 *s.*, & 3 *l.*	3 *l.*	1862	—		—		—	—
Kingstown and Westlinton Bridge	✓	✓	✓	✓	1848	-	-	-	Kingstown and Westlinton Bridge		—		—	—
Longtown	✓	✓	✓	✓	1861	-	-	-	Longtown.		—		—	—
Whitehaven	✓	✓	✓	✓	1849	4 *l.* 10 *s.*	4 *l.* 10 *s.* and 4 *l.*	1850	-	-	-	-	-	500 - -
DERBY.														
Alfreton and Derby	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 4 *l.*	1861	-	-	-	-	-	5,965 - -
Alfreton, Higham, and Tibshelf	✓	✓	✓	✓	1860	5 *l.*	5 *l.* and 3 *l.*	1861	-	-	-	-	Alfreton, Higham, and Tibshelf partly	150 - -
Alfreton and Mansfield	✓	✓	✓	✓	1833	5 *l.*	5 *l.* and 4 *l.*	1864	-	-	-	-	-	1,920 - -
Ashford and Buxton, Tideswell, &c. (united).	✓	✓	✓	✓	1863	5 *l.*	3 *l.*	1864	-	-	-	-	-	190 7 9
Chesterfield to Matlock, Darley and Rowsley Bridges.	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 1 *l.* 10 *s.*	1852	-	-	-	-	-	2,182 2 1
Derby and Burton-upon-Trent	✓	✓	✓	✓	1839	4 *l.* 10 *s.*	4 *l.* 10 *s.* and 4 *l.*	1845	-	-	-	-	-	2,000 - -
Derby, Mansfield, and Nutthall	✓	✓	✓	✓	1861	No Return can be obtained.								
Derby to Uttoxeter	✓	✓	✓	✓	1846	5 *l.*	5 *l.* and 4 *l.*	1852	-	-	-	-	-	2,800 - -
Duffield to Heage	–	–	–	✓	1866	5 *l.*	3 *l.* 10 *s.*	1867	-	-	-	-	-	100 - -
Ideridgehay and Duffield	✓	✓	✓	✓	1861	5 *l.*	2 *l.*	1861	-	-	-	-	-	1,425 10 -
Mansfield and Chesterfield	✓	✓	✓	✓	1836	5 *l.*	5 *l.*, 4 *l.* 10 *s.*, & 4 *l.*	1850	-	-	-	-	-	3,000 - -
Nottingham Road from Derby to Risley	✓	✓	✓	✓	1848	5 *l.*	5 *l.* and 4 *l.*	1856	-	-	-	-	-	1,050 - -
Owler Bar	✓	✓	✓	✓	1846	5 *l.*	5 *l.* and 4 *l.*	1855	-	-	-	-	-	6,501 18 8
Sheffield and Gander Lane	✓	✓	✓	✓	1842	5 *l.*	5 *l.* and 4 *l.*	1864	-	-	-	-	-	1,060 - -
Temple Normanton and Tibshelf	✓	✓	✓	✓	1848	5 *l.*	5 *l.* and 2 *l.*	1853	-	-	-	-	Temple Normanton and Tibshelf partly	216 - -
Wirksworth and Hulland Ward	✓	✓	✓	✓	1861	5 *l.*	1 *l.* 10 *s.*	1861	-	-	-	-	-	1,134 - -

RETURN of Turnpike Trusts continued by the Annual Continuance Acts in the last Four Years, 1864, 1865, 1866, and 1867, &c.—*continued.*

Names of Trusts and County kept alive by Continuance Acts.	1864.	1865.	1866.	1867.	Date of Expiry of last Local Act in each case.	Interest per Cent. Payable under last Local Act.	Interest per Cent. Payable since placed in Continuance Act.	Year when Interest Reduced to Present Amount.	Names of Trusts out of Debt.	Trusts in Debt where Roads wholly or partly Maintained by Parishes.		Amount of Debt Paid off in each Trust since placed in Continuance Act.
					End of Session after							£. s. d.
DEVON.												
Ashburton	–	–	–	√	1866	5 *l.*, 4 *l.* 10 *s.*, and 4 *l.*	5 *l.*, 4 *l.* 10 *s.*, and 4 *l.*	–	–	–	–	450 – –
Axminster	√	√	√	√	1843	No return can be obtained.						
Exmouth Road	√	√	√	√	1863	4 *l.* 10 *s.* and 4 *l.*	4 *l.* 10 *s.* and 4 *l.*	–	–	–	–	100 – –
Moretonhampstead	–	√	√	√	1864	5 *l.* and 4 *l.*	1 *d.*	1864	–	Moretonhampstead	wholly	1,288 – –
Newton Bushel	√	√	√	√	1847	5 *l.* and 4 *l.*	5 *l.* and 4 *l.*	1862	–	–	–	3,936 11 11
Totnes and Bridgetown Pomeroy	–	–	–	√	1866	No return can be obtained.						
DORSET.												
Blandford and Poole	√	√	√	√	1845	5 *l.* and 4 *l.* 10 *s.*	5 *l.* and 4 *l.* 10 *s.*	–	–	–	–	1,550 – –
Cerne Abbas	√	√	√	√	1845	5 *l.* and 4 *l.*	5 *l.*, 4 *l.*, 2 *l.* 10 *l.*, and 1 *l.* 10 *s.*	1863	—	—	—	—
Dorchester and Wool	√	√	√	√	1861	5 *l.*	5 *l.* and 4 *l.*	1863	–	–	–	675 – –
Sherborne	√	√	√	√	1843	4 *l.* 10 *s.*	4 *l.* 10 *s.* and 4 *l.*	1864	–	–	–	800 – –
Vale of Blackmoor	√	√	√	√	1862	5 *l.*	4 *l.*	1862	–	–	–	1,950 – –
Weymouth, Melcombe Regis, and Dorchester.	√	√	√	√	1846	5 *l.*	5 *l.*	–	–	–	–	5,600 – –
DURHAM.												
Bishop Wearmouth and Norton	√	√	√	√	1863	5 *l.*	5 *l.*	—	—	—	—	—
Boroughbridge and Durham (part)	√	√	√	√	1863	5 *l.*	5 *l.*	–	–	–	–	350 – –
Bowes and Sunderland Bridge	√	√	√	√	1834	5 *l.*	5 *l.*	–	–	–	–	1,647 10 7
Cassrick Bridge to Durham	√	√	√	√	1861	5 *l.*	5 *l.* and 3 *l.*	1862	–	–	–	100 – –
Darlington or Angel Inn and Barton Lane End.	√	√	√	√	1862	5 *l.*	5 *l.* and 3 *l.*	1863	–	Darlington, or Angel Inn and Barton Lane End.	partly	881 12 8
Darlington and Cockerton Bridge (united).	–	–	–	√	1866	5 *l.*	5 *l.*	—	—	—	–	—
Durham and Tyne Bridge	√	√	√	√	1845	5 *l.*	5 *l.*	–	–	–	–	5,450 – –
Edmondbyers	√	√	√	√	1836	None	None	–	–	–	–	437 10 –
Stockton and Barnard Castle	√	√	√	√	1846	5 *l.*	5 *l.* and 3 *l.*	1864	–	–	–	200 – –
West Auckland	–	√	√	√	1864	–	–	–	West Auckland	West Auckland	partly	Debt unclaimed.
ESSEX.												
Epping and Ongar	–	–	–	√	1867	5 *l.*	5 *l.*	—	—	—	—	—
Hockerhill	√	√	√	√	1860	5 *l.*	5 *l.*	–	–	–	–	100 – –
GLOUCESTER.												
Berkeley, Dursley, Wotton-under-Edge, Frocester, and Cainscross.	√	√	√	√	1842	5 *l.*	5 *l.* and 4 *l.*	1864	–	–	–	7,390 – –
Campden and Clifford	√	√	√	√	1839	5 *l.*	5 *l.*	–	–	–	–	600 – –
Cheltenham and Tewkesbury	√	√	√	√	1839	–	–	–	Cheltenham and Tewkesbury	–	–	500 – –
Chipping Campden	√	√	√	√	1838	5 *l.*	5 *l.* and 3 *l.*	1864	–	Chipping Campden	partly	85 – –
Coldharbour District	√	√	√	√	1842	5 *l.*	5 *l.* and 3 *l.*	1854	–	–	–	782 10 –
Crickley Hill and Campsfield, Gloucestershire District.	√	√	√	√	1842	–	–	–	Crickley Hill and Campsfield, Gloucestershire District.	Crickley Hill and Campsfield, Gloucestershire District.	partly	390 – –
Evesham and Cheltenham	√	√	√	√	1845	5 *l.*	5 *l.*	–	–	–	–	1,500 – –
Maisemore	–	√	√	√	1864	–	–	–	Maisemore.	—	—	—
Minchinhampton, Tetbury, and Bisley	√	√	√	√	1843	5 *l.*	5 *l.* and 2 *l.*	1855	–	Minchinhampton, Tetbury, and Bisley.	partly	1,513 – –
Nailsworth, Woodchester, and Dud-	√	√	√	√	1844	5 *l.*	5 *l.* and 4 *l.*	1854	–	Nailsworth, Woodchester, and	partly.	—

Nailsworth, Nailsworth and Avening Branch.	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 1 *l.*	1854	- - - -	Nailsworth, Nailsworth, and Avening Branch.	partly	2,709 - 9
Newent - - - - - -	✓	✓	✓	✓	1845	4 *l.* 10 *s.*	4 *l.* 10 *s*, 3 *l.* 5 *s.*, and 1 *l.*	1866	- - - -	- - - -	-	200 - -
Northgate - - - - -	✓	✓	✓	✓	1848	- -	- -	- -	Northgate - - - -	- - - -	-	400 - -
Over - - - - - -	-	✓	✓	✓	1864	- -	- -	- -	Over.	—	—	—
Sodbury Division and Cirencester (united).	✓	✓	✓	✓	1843 and 1833	5 *l.*	5 *l.* and 4 *l.*	1862	- - - -	- - - -	-	1,600 - -
Southgate - - - - - -	✓	✓	✓	✓	1842	5 *l.*	5 *l.* and 4 *l.* 10 *s.*	1860	- - - -	- - - -	-	3,200 - -
Stow and Moreton (united) - -	✓	✓	✓	✓	1863	- -	- -	- -	Stow and Morton (united).	—	—	—
Tewkesbury - - - - -	✓	✓	✓	✓	1847	- -	- -	- -	Tewkesbury.	—	—	—
HANTS.												
Aldermaston and Basingstoke - -	✓	✓	✓	✓	1837	4 *l.*	4 *l.* and 2 *l.*	1853	- - - -	- - - -	-	1,260 - -
Andover and Winchester, Andover District.	✓	✓	✓	✓	1844	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	—
Bishop's Waltham and Fisher's Pond	-	✓	✓	✓	1864	5 *l.*	5 *l.*, 2 *l.*, 1 *l.*	1865	- - - -	Bishop's Waltham and Fisher's Pond.	wholly.	
Botley - - - - - - -	✓	✓	✓	✓	1860	5 *l.*	1 *l.* 10 *s.*	1861	- - - -	Botley - - - - -	partly	250 - -
Cranborne Chase and New Forest -	✓	✓	✓	✓	1863	5 *l.*	1 *s.*	1863	—	—	—	—
Farnham and Petersfield - - -	✓	✓	✓	✓	1847	- -	- -	- -	Farnham and Petersfield.	—	—	—
Gosport, Bishop's Waltham, Wickham, and Chawton.	✓	✓	✓	✓	1849	4 *l.* 10 *s.*	4 *l.* 10 *s.*, 3 *l.* 10 *l.*	1862	- - - -	- - - -	-	2,100 - -
Isle of Wight Highways - - -	✓	✓	✓	✓	1834	- -	- -	- -	Isle of Wight Highways -	Isle of Wight Highways -	partly.	
Odiham and Farnham - - -	✓	✓	✓	✓	1863	5 *l.*	3 *l.*	1854	- - - -	- - - -	-	832 - -
Popham Lane to Winchester - -	✓	✓	✓	✓	1844	5 *l.* and 4 *l.*	5 *l.* and 4 *l.*	1862	- - - -	- - - -	-	2,655 - -
Portsmouth and Sheet Bridge - -	✓	✓	✓	✓	1842	- -	- -	- -	Portsmouth and Sheet Bridge	- - - -	-	1,770 - -
Romsey and Ringwood - - -	✓	✓	✓	✓	1844	4 *l.* 10 *s.*	4 *l.* 10 *s.* and 3 *l.*	1854	- - - -	- - - -	-	600 - -
Romsey and Winchester - - -	✓	✓	✓	✓	1844	4 *l.* 10 *s.*	4 *l.* 10 *s.* and 4 *l.*	1862	- - - -	- - - -	-	2,500 - -
Southampton, North District, and Winchester and Waltham.	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 1 *d.*	1853	- - - -	- - - -	-	970 - -
Southampton, South District - -	✓	✓	✓	✓	1844	- -	- -	- -	Southampton, South District -	- - - -	-	730 - -
Stockbridge and Winchester - -	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 4 *l.*	1867	- - - -	- - - -	-	525 - -
Titchfield and Cosham - - -	✓	✓	✓	✓	1862	5 *l.*	2 *l.* 10 *l.*	1862	- - - -	Titchfield and Cosham - -	partly	2,350 - -
Whitchurch and Aldermaston - -	-	✓	✓	✓	1864	4 *l.*	4 *l.*	- -	- - - -	Whitchurch and Aldermaston	wholly.	
Whiteparish, Romsey, and Southampton.	✓	✓	✓	✓	1845	5 *l.*	5 *l.* and 4 *l.*	1850	- - - -	- - - -		1,250 - -
Winchester, Upper District - -	✓	✓	✓	✓	1838	- -	- -	- -	Winchester, Upper District -	- - - -	-	950 - -
Winchester and Alton, Lower District	✓	✓	✓	✓	1838	4 *l.* 10 *l.*	4 *l.* 10 *s.*	- -	- - - -	- - - -	-	2,550 - -
Winchester to Newtown River - -	✓	✓	✓	✓	1844	5 *l.* and 4 *l.* 10 *l.*	5 *l.*, 4 *l.* 10 *s.*, and 3 *l.*	1861	- - - -	- - - -	-	300 - -
HEREFORD.												
Blue Mantle Hall - - - - -	✓	✓	✓	✓	1845	5 *l.*	5 *l.*	- -	- - - -	- - -	-	200 - -
Hereford - - - - - - -	-	-	-	✓	1866	- -	- -	- -	Hereford.	—	—	—
Ledbury - - - - - - -	-	✓	✓	✓	1864	4 *l.*	4 *l.*	- -	- - - -	- - - -	-	1,300 - -
Leominster - - - - - -	✓	✓	✓	✓	1837	- -	- -	- -	Leominster - - - -	- - - -	-	1,200 - -
Presteigne - - - - - -	✓	✓	✓	✓	1843	5 *l.*	5 *l.* and 4 *l.*	1864	- - - -	Presteigne - - - -	partly	250 - -
Whitchurch and Llangarron - -	-	-	-	✓	1866	5 *l.* and 4 *l.* 10 *s.*	3 *l.* 10 *s.*	1867	- - - -	- - - -	-	200 - -
Whitney and Bredwardine - -	✓	✓	✓	✓	1843	5 *l.*	5 *l.* and 3 *l.* 10 *s.*	1863	- - - -	- - - -	-	1,210 - -
Wyeside - - - - - - -	✓	✓	✓	✓	1845	4 *l.*	4 *l.*	- -	- - - -	Wyeside - - - -	wholly	304 - -
HERTFORD.												
Baldock and Bournbridge - - -	-	✓	✓	✓	1864	4 *l.* 10 *s.*	2 *l.* 10 *s.*	1867	—	—	—	—
Cheshunt - - - - - - -	-	✓	✓	✓	1864	- -	- -	- -	Cheshunt.	—	—	—
Dunstable - - - - - -	✓	✓	✓	✓	1842	No return can be obtained.						
Pondyards and Barnet - - -	✓	✓	✓	✓	1863	No return can be obtained.						
Sparrow's Herne - - - - -	-	-	-	✓	1866	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	—
Stevenage and Biggleswade - -	✓	✓	✓	✓	1863	-	- -	- -	Stevenage and Biggleswade.	—	—	—
Wadesmill - - - - - -	✓	✓	✓	✓	1842	- -	- -	- -	Wadesmill - - - -	- - - -	-	2,840 - -
Watton - - - - - - -	✓	✓	✓	✓	1841	4 *l.*	4 *l.*	- -	- - - -	- - - -	-	2,200 - -
Welwyn - - - - - - -	✓	✓	✓	✓	1862	5 *l.* and 4 *l.* 10 *s.*	4 *l.*	1863	- - - -	- - - -	-	388 - -

RETURN of Turnpike Trusts continued by the Annual Continuance Acts in the last Four Years, 1864, 1865, 1866, and 1867, &c.—*continued.*

Names of Trusts and County kept alive by Continuance Acts.	1864.	1865.	1866.	1867.	Date of Expiry of last Local Act in each case.	Interest per Cent. Payable under last Local Act.	Interest per Cent. Payable since placed in Continuance Act.	Year when Interest Reduced to Present Amount.	Names of Trusts out of Debt.	Trusts in Debt where Roads wholly or partly Maintained by Parishes.		Amount of Debt Paid off in each Trust since placed in Continuance Act.
HUNTINGDON.					*End of Session after*							£. s. d.
Bury and Stratton	✓	✓	✓	✓	1840	5 *l.*	5*l.* and 3*l.* 10*s.*	1859	-	-	-	1,880 - -
Godmanchester to Cambridge	✓	✓	✓	✓	1834	5 *l.*	5 *l.* and 4 *l.*	1865	-	-	-	2,400 - -
Godmanchester and Hartford	✓	✓	✓	✓	1836	5*l.*	5*l.* and 3*l.* 10*s.*	1857	-	-	-	4,775 - -
Kimbolton	✓	✓	✓	✓	1840	5*l.*	5 *l.* and 3 *l.*	1857	-	Kimbolton	partly	600 - -
Somersham	✓	✓	✓	✓	1841	5 *l.*	5 *l.* and 4 *l.*	1863	-	-	-	1,520 - -
KENT.												
Ashford and Ham-street	✓	✓	✓	✓	1835	5 *l.*	5 *l.* and 4 *l.*	1851	-	-	-	1,000 - -
Benenden	–	✓	✓	✓	1864	4 *l.*	4 *l.*	-	-	Benenden	partly	360 - -
Bethersden	✓	✓	✓	✓	1840	5 *l.* and 4 *l.*	5*l.*, 4 *l.* and 3 *l.*	1858	-	Bethersden	partly	2,350 8 8
Brandbridges	✓	✓	✓	✓	1860	5 *l.* and 4 *l.*	3 *l.* 10 *s.*	1861	-	-	-	883 16 -
Canterbury and Barham	✓	✓	✓	✓	1844	4 *l.* 10 *s.*	4 *l.* 10 *s.*	-	-	-	-	3,000 - -
Canterbury and Ramsgate, Second District.	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 2*l.*	1854	-	Canterbury and Ramsgate, Second District.	wholly	1,800 - -
Canterbury and Sandwich	✓	✓	✓	✓	1843	5 *l.*	5 *l.* and 4 *l.*	1862	-	-	-	3,050 - -
Dartford and Strood	✓	✓	✓	✓	1843	5*l.* & 4*l.* 17*s.* 6*d.*	5*l.* & 4*l.* 17*s.* 6*d.*	-	-	-	-	4,100 - -
Dover to Barham Downs	✓	✓	✓	✓	1844	-	-	-	Dover to Barham Downs	-	-	1,750 - -
Dover and Sandgate	✓	✓	✓	✓	1844	5 *l.*	5*l.*, 4 *l.*, and 3*l.*	1866	-	-	-	410 4 -
Dover to Sandwich, through Walder-share.	✓	✓	✓	✓	1844	5*l.*	5 *l.* and 3 *l.*	1858	-	-	-	1,100 - -
Faversham, Hyde, and Canterbury	✓	✓	✓	✓	1862	4 *l.*	4 *l.*	-	-	-	-	1,300 - -
Goudhurst	✓	✓	✓	✓	1863	5*l.*	3 *l.*	1864	-	Goudhurst	partly	100 - -
Herne Bay	✓	✓	✓	✓	1835	5 *l.*	3 *l.*	1856	-	-	-	1,450 - -
Kipping's Cross and Flimwell	✓	✓	✓	✓	1860	5*l.*	2 *l.*	1861	-	Kipping's Cross and Flimwell	wholly	1,291 - -
Malling and Strood	✓	✓	✓	✓	1846	5 *l.*	5 *l.* and 2 *l.*	1852	-	-	-	2,225 - -
Sandwich, Margate, and Ramsgate	✓	✓	✓	✓	1849	5*l.*	5 *l.* and 4 *l.*	1863	-	-	-	2,600 - -
Sevenoaks	–	–	–	✓	1866	-	-	-	Sevenoaks.	—	—	—
Stockershead to Bagham's Cross	✓	✓	✓	✓	1861	5 *l.*	1 *d.*	1861	-	Stokershead to Bagham's Cross	partly	775 - -
Tenterden	✓	✓	✓	✓	1860	5*l.*, 4*l.* and 3*l.*	3 *l.*	1859	-	Tenterden	partly	950 - -
Tonbridge	–	–	–	✓	1866	-	-	-	Tonbridge.	—	—	—
Tonbridge and Maidstone	✓	✓	✓	✓	1860	-	-	-	Tonbridge and Maidstone.	—	—	—
Whitstable	✓	✓	✓	✓	1845	-	-	-	Whitstable	-	-	1,300 - -
Wrotham Heath	✓	✓	✓	✓	1860	-	-	-	Wrotham Heath.	—	—	—
Wrotham and Maidstone	✓	✓	✓	✓	1849	-	-	-	Wrotham and Maidstone.	—	—	—
LANCASTER.												
Adlington and Westhoughton	✓	✓	✓	✓	1847	5 *l.* & 4 *l.* 10 *s.*	5*l.*, 4*l.* 10*s.*, & 2*l.*	1854	-	Adlington and Westhoughton	wholly	3,050 - -
Barton Bridge and Moses Gate	✓	✓	✓	✓	1846	5 *l.* & 4 *l.* 10 *s.*	4*l.* 10*s.*, 4*l.*, & 3*l.*	1863	-	Barton Bridge and Moses Gate	partly	1,936 10 -
Barton Bridge and Stretford	✓	✓	✓	✓	1863	5 *l.*	5 *l.*	-	-	Barton Bridge and Stretford	partly	100 - -
Blackburn to Walton Cop	✓	✓	✓	✓	1861	5 *l.*	3 *l.*	1862	-	Blackburn to Walton Cop	partly	100 - -
Burnley to Edenfield Chapel	✓	✓	✓	✓	1835	5 *l.* and 4 *l.*	5 *l.* and 4 *l.*	-	-	-	-	6,490 - -
Crossford Bridge and Manchester	✓	✓	✓	✓	1862	-	-	-	Crossford Bridge and Manchester.	—	—	—
Hulton	✓	✓	✓	✓	1847	5 *l.*	5 *l.*	-	-	-	-	1,950 -
Ince, Hindley, and Westhoughton	✓	✓	✓	✓	1846	5 *l.*	4 *l.*	1847	-	-	-	800 - -
Kirkby Kendal and Kirkby Ireleth	✓	✓	✓	✓	1841	5 *l.*	5 *l.* and 4 *l.*	1850	-	Kirkby Kendal and Kirkby Ireleth.	wholly	2,277 - -
Liverpool, Prescot, Ashton, and Warrington.	✓	✓	✓	✓	1862	4 *l.* 10 *s.*	4 *l.* 10 *s.*	-	-	-	-	1,534 2 1
Liverpool and Preston	✓	✓	✓	✓	1862	4 *l.*	4 *l.*	—	—	—	—	—

Manchester to Rochdale, &c., Manchester District.	√	√	√	√	1834	4 *l.* 10 *s.*	4 *l.* 10 *s.*	- -	- - - -	- - - -	—	3,000 - -
Manchester and Salter's Brook - -	√	√	√	√	1847	- -	- -	- -	Manchester and Salter's Brook	- - - -	—	24,387 19 9
Pendl ton Roads - - - - -	—	—	√	√	1865	4 *l.*	4 *l.*	—	—	—	—	—
Penwortham and Wrightington - -	√	√	√	√	1846	5 *l.*	5 *l.*	- -	- - - -	- - - -	—	1,600 - -
Radcliffe - - - - - - -	—	—	—	√	1867	5 *l.*	5 *l.*	—	—	—	—	—
Rochdale Lane-end to Land's-end in Heaton.	√	√	√	√	1840	5 *l.*	5*l.* and 2*l.* 10*s.*	1852	- - - -	Rochdale Lane-end to Land's-end in Heaton.	wholly	1,108 16 8
Rochdale and Manchester - - -	—	√	√	√	1864	4*l.* 10*s.* and 4*l.*	4*l.* 10*s.* and 4*l.*	- -	- - - -	- - - -	—	700 - -
Warrington to Lower Irlam - -	√	√	√	√	1839	5*l.*	5*l.*, 3*l.*, & 1*l.* 10*s.*	1852	- - - -	Warrington to Lower Irlam -	wholly	4,556 - -
Warrington and Wigan - - -	—	√	√	√	1864	5 *l.*	5 *l.*	- -	- - - -	Warrington and Wigan -	wholly	—
LEICESTER.												
Bridgeford Lane and Kettering (south part of Northern Division).	√	√	√	√	1844	5 *l.*	5 *l.*	—	—	—	—	—
Burton Bridge to Market Bosworth -	√	√	√	√	1862	5 *l.*	5 *l.*	- -	- - - -	- - - -	—	250 - -
Hinckley and Lutterworth - -	√	√	√	√	1844	5 *l.* and 4 *l.*	5 *l.* and 4 *l.*	- -	- - - -	- - - -	—	2,212 10 5
Hinckley and Narborough (through Sapcote).	—	—	—	√	1866	5 *l.*	None.	1866	- - - -	Hinckley and Narborough (through Sapcote).	partly	70 8 3
Leicester and Lutterworth - -	√	√	√	√	1846	5 *l.*	5 *l.*	- -	- - - -	- - - -	—	1,421 - -
Leicester and Peterborough, Leicester District.	—	√	√	√	1864	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	—
Loughborough to Cavendish Bridge -	√	√	√	√	1848	(United with the Loughborough to Ashby-de-la-Zouch &c. Trust, which expires in 1884).						
Market Harborough and Coventry -	—	√	√	√	1865	5 *l.*	3 *l.*	1845	—	—	—	—
Melton Mowbray - - - - -	√	√	√	√	1846	- -	- -	- -	Melton Mowbray - - -	- - - -	—	1,800 - -
Melton Mowbray and Grantham -	√	√	√	√	1844	5 *l.*	4 *l.*	1864	- - - -	- - - -	—	475 - -
LINCOLN.												
Bourn - - - - - - -	√	√	√	√	1844	- -	- -	- -	Bourn - - - - - -	- - - -	—	1,050 - -
Bridge End - - - - - -	√	√	√	√	1846	- -	- -	- -	Bridge End - - - - -	- - - -	—	1,400 - -
Deeping and Morcott - - -	√	√	√	√	1860	- -	- -	- -	Deeping and Morcott - -	—	—	—
Foston Bridge and Witham Common -	√	√	√	√	1861	- -	- -	- -	Foston Bridge and Witham Common.	—	—	—
Grantham and Nottingham, Eastern Division.	√	√	√	√	1846	5 *l.*	5 *l.* and 3 *l.*	1856	- - - -	- - - -	—	2,585 7 -
Leadenham and Southwell, Eastern District.	√	√	√	√	1847	- -	- -	- -	Leadenham and Southwell, Eastern Division.	- - - -	—	2,505 - -
Lincoln, Brigg, Barton, Caistor, and Melton.	√	√	√	√	1848	5 *l.*	4 *l.*	1863	- - - -	- - - -	—	3,423 13 4
Louth - - - - - - -	√	√	√	√	1861	5 *l.*	3 *l.*	1861	- - - -	Louth - - - - -	partly	1,471 12 3
Scartho - - - - - - -	√	√	√	√	1845	5 *l.*	5 *l.* and 2 *l.*	1855	- - - -	Scartho - - - - -	wholly	1,850 - -
Spalding and Deeping - - -	—	√	√	√	1864	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	—
Swineshead and Fosdyke - - -	√	√	√	√	1847	5 *l.*	5*l.* and 2*l.* 10*s.*	1855	- - - -	Swineshead and Fosdyke -	wholly	930 - -
MIDDLESEX.												
Pinner and Rickmersworth - -	√	√	√	√	1861	5 *l.*	3 *l.*	1860	- - - -	- - - -	—	1,456 8 5
MONMOUTH.												
Chepstow - - - - - - -	√	√	√	√	1843	- -	- -	- -	Chepstow - - -	- - - -	—	5,092 - -
Chepstow and Abergavenny, Shirenewton Branch.	—	√	√	√	1864	4 *l.*	4 *l.*	- -	- - - -	Chepstow and Abergavenny, Shirenewton Branch.	partly.	—
Pontypool - - - - - -	√	√	√	√	1840	5 *l.*	3 *l.*	1863	- - - -	- - - -	—	900 - -
Usk District - - - - - -	√	√	√	√	1840	5 *l.* and 4 *l.*	5*l.*, 4*l.*, & 3*l.* 10*s.*	1862	- - - -	- - - -	—	315 - -

RETURN of Turnpike Trusts continued by the Annual Continuance Acts in the last Four Years, 1864, 1865, 1866, and 1867, &c.—*continued.*

Names of Trusts and County kept alive by Continuance Acts.	1864.	1865.	1866.	1867.	Date of Expiry of last Local Act in each case.	Interest per Cent. Payable under last Local Act.	Interest per Cent. Payable since placed in Continuance Act.	Year when Interest Reduced to Present Amount.	Names of Trusts out of Debt.	Trusts in Debt where Roads wholly or partly Maintained by Parishes.		Amount of Debt Paid off in each Trust since placed in Continuance Act.
NORFOLK.					*End of Session after*							£. s. d.
Aylsham and Cromer	✓	✓	✓	✓	1862	-	-	-	Aylsham and Cromer.	—	—	—
Lynn, East Gate	✓	✓	✓	✓	1862	-	-	-	Lynn, East Gate.	—	—	—
Lynn, South Gate	✓	✓	✓	✓	1862	4 *l.*	4 *l.*	-	-	-	-	500 - -
Lynn and Wisbech	✓	✓	✓	✓	1844	-	-	-	Lynn and Wisbech	-	-	3,030 - -
New Buckenham	–	✓	✓	✓	1864	-	-	-	New Buckenham.	—	—	—
North Walsham	✓	✓	✓	✓	1862	5 *l.*	3 *l.* 10 *s.*	1863	—	—	—	—
Norwich and Fakenham	✓	✓	✓	✓	1863	4 *l.*	4 *l.*	—	—	—	—	—
Norwich and Scole	✓	✓	✓	✓	1847	5 *l.*	5 *l.* and 4 *l.*	1853	-	-	-	600 - -
Norwich, Swaffham, and Mattishall	–	–	–	✓	1866	-	-	-	Norwich, Swaffham, and Mattishall.	—	—	—
Norwich and Watton	–	✓	✓	✓	1864	-	-	-	Norwich and Watton.	—	—	—
Norwich and Yarmouth	✓	✓	✓	✓	1862	4 *l.*	4 *l.*	—	—	—	—	—
Stoke Ferry	✓	✓	✓	✓	1863	4 *l.*	4 *l.*	-	-	-	-	450 - -
Thetford	✓	✓	✓	✓	1837	-	-	-	Thetford.	—	—	—
Wells and Fakenham	✓	✓	✓	✓	1849	5 *l.*	5 *l.* and 2 *l.*	1857	-	-	-	3,700 - -
NORTHAMPTON.												
Buckingham and Hanwell, Lower Division.	✓	✓	✓	✓	1863	-	-	-	Buckingham and Hanwell, Lower Division.	—	—	—
Dunchurch	✓	✓	✓	✓	1848	-	-	-	Dunchurch	-	-	400 - -
Hardingstone to Old Stratford	✓	✓	✓	✓	1863	4 *l.* 10 *s.*	4 *l.* 10 *s.* and 1 *l.*	1865	—	—	—	—
Higham Ferrers	✓	✓	✓	✓	1843	4 *l.* 10 *s.*	4 *l.* 10 *s.* and 3 *l.*	1857	-	Higham Ferrers	partly	1,000 - -
Little Bowden and Rockingham	–	–	–	✓	1866	3 *l.*	3 *l.*	-	-	Little Bowden and Rockingham.	partly	352 - -
Market Harborough and Welford	✓	✓	✓	✓	1843	-	-	-	Market Harborough and Welford.	-	-	2,000 - -
Northampton and Cold Brayfield	✓	✓	✓	✓	1848	5 *l.*	5 *l.* and 1 *l.*	1852	-	-	-	1,212 - -
Old Stratford to Dunchurch	✓	✓	✓	✓	1843	5 *l.*	5 *l.* and none.	1862	-	-	-	3,600 - -
Thorney Road	✓	✓	✓	✓	1834	5 *l.*	5 *l.* and 3 *l.* 10 *s.*	1863	-	-	-	1,100 - -
Wansford Road	–	✓	✓	✓	1864	4 *l.* 10 *s.* and 3 *l.*	4 *l.* 10 *s.* and 3 *l.*	-	-	-	-	200 - -
Wansford and Stamford	✓	✓	✓	✓	1844	5 *l.* and 4 *l.*	4 *l.*	1844	-	-	-	3,135 - -
Warwick and Northampton	✓	✓	✓	✓	1863	-	-	-	Warwick and Northampton.	—	—	—
Wellingborough and Northampton	✓	✓	✓	✓	1840	5 *l.*	5 *l.*	-	-	-	-	1,250 - -
NORTHUMBERLAND.												
Alemouth and Hexham, Eastern District.	✓	✓	✓	✓	1842	-	-	-	Alemouth and Hexham, Eastern District.	-	-	Debt omitted as unclaimed.
Alnwick and Eglingham	✓	✓	✓	✓	1847	-	-	-	Alnwick and Eglingham	-	-	Debt relinquished.
Cow Cawsey and Buckton Burn	–	–	–	✓	1867	5 *l.*	5 *l.*	—	—	—	—	—
Elsdon and Reedwater	✓	✓	✓	✓	1842	4 *l.*	4 *l.* and 3 *l.*	1866	-	-	-	760 - -
Ponteland	✓	✓	✓	✓	1861	4 *l.*	4 *l.*, 3 *l.*, and 2 *l.*	1865	-	-	-	760 - -
Wooler and Adderstone	✓	✓	✓	✓	1846	-	-	-	Wooler and Adderstone	—	—	—
Wooler and Breamish	✓	✓	✓	✓	1862	5 *l.* and 4 *l.*	3 *l.*	1860	-	Wooller and Breamish	partly.	—

NOTTINGHAM.												
Bawtry and Scrooby	√	√	√	√	1834	-	-	-	Bawtry and Scrooby	-	-	2,700 - -
Bingham	√	√	√	√	1842	-	-	-	Bingham	-	-	1,500 - -
Clown and Budby	√	√	√	√	1862	5 *l.*	1 *d.*	1861	-	Clown and Budby	wholly	—
Dunham Ferry	√	√	√	√	1834	-	-	-	Durham Ferry	-	-	180 - -
Foston Bridge to Little Drayton	√	√	√	√	1842	-	-	-	Foston Bridge to Little Drayton	—	—	—
Hockerton and Kirklington	√	√	√	√	1839	4 *l.*	4 *l.* 10 *s.* and 2 *l.*	1855	-	Hockerton and Kirklington	wholly	1,920 - -
Kirkby and Pinxton	√	√	√	√	1861	5 *l.*	5 *l.* and 3 *l.*	1863	-	Kirkby and Pinxton	partly	435 - -
Mansfield and Tibshelf	√	√	√	√	1863	5 *l.*	4 *l.*	1864	-	-	-	400 - -
Nottingham and Derby, Eastern Division.	√	√	√	√	1848	5 *l.*	5 *l.* and 4 *l.*	1856	-	-	-	1,650 - -
Nottingham and Grantham, Western Division.	√	√	√	√	1846	5 *l.*	5 *l.* and 3 *l.*	1856	-	-	-	2,953 - -
Nottingham and Ilkeston	√	√	√	√	1846	5 *l.*	5 *l.* and 3 *l.*	1855	-	Nottingham and Ilkeston	partly	4,774 17 -
Nottingham and Kettering, Northern District.	√	√	√	√	1844	-	-	-	Nottingham and Kettering, Northern District.	-	-	Debt unclaimed.
Nottingham and Mansfield	√	√	√	√	1849	5 *l.*	5 *l.* and 4 *l.*	1857	-	-	-	4,950 - -
Worksop to Retford	√	√	√	√	1843	5 *l.*	5 *l.* and 4 *l.*	1853	-	-	-	420 - -
OXFORD.												
Banbury, Brailes, and Barcheston	√	√	√	√	1844	5 *l.*	3 *l.*	1846	-	-	-	40 - -
Barrington and Campsfield	–	–	√	√	1865	5 *l.*	5 *l.*	—	—	—	—	—
Bicester, Aynho, and Finmere	√	√	√	√	1834	5 *l.*	5 *l.* and 4 *l.*	1864	-	-	-	775 - -
Botley and Newland	–	–	–	√	1866	5 *l.*	3 *l.*	1866	—	—	—	—
Burford, Chipping Norton, Banbury, Aynho.	√	√	√	√	1863	-	-	-	Burford, Chipping Norton, Banbury, and Aynho.	—	—	—
Deddington and Kidlington	√	√	√	√	1840	5 *l.*	5 *l.* and 3 *l.*	1866	-	Deddington and Kidlington	partly	500 - -
Drayton Lane to Edgehill	√	√	√	√	1843	-	-	-	Drayton Lane and Edgehill	Drayton Lane and Edgehill	partly	Debt relinquished.
Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington.	√	√	√	√	1856	5 *l.*	3 *l.*	1856	-	-	-	600 - -
Faringdon and Burford	–	√	√	√	1864	5 *l.*	5 *l.*	-	-	Faringdon and Burford	partly	—
Galley Hill and Clanfield Cross	√	√	√	√	1836	5 *l.*	5 *l.* and 3 *l.*	1855	-	Galley Hill and Clanfield Cross	partly	300 - -
Gosford Road	√	√	√	√	1842	-	-	-	Gosford Road.	—	—	—
St. Clements	–	–	–	√	1866	5 *l.*, 4 *l.* 10 *s.*, & 4 *l.*	None	1867	-	St. Clements	wholly	—
RUTLAND.												
Grantham, South District	√	√	√	√	1861	5 *l.* and 4 *l.* 10 *s.*	4 *l.*	1862	-	-	-	527 13 6
Leicester and Peterborough, Uppingham District.	–	√	√	√	1864	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	—
Nottingham and Kettering, South Division.	√	√	√	√	1844	5 *l.*	5 *l.*	-	-	-	-	137 10 -
Oakham	√	√	√	√	1838	-	-	-	Oakham	-	-	400 - -
SALOP.												
Bishop's Castle, First District	√	√	√	√	1843	4 *l.*	4 *l.* and 3 *l.*	1858	-	Bishop's Castle, First District	partly	1,800 - -
Bridgnorth and Shiffnal	√	√	√	√	1846	5 *l.*	5 *l.* and 4 *l.*	1862	-	-	-	200 - -
Burlton and Llanymynech	√	√	√	√	1835	4 *l.*	4 *l.* and 3 *l.* 10 *s.*	1846	-	-	-	100 - -
Coalbrookdale and Wellington	√	√	√	√	1838	5 *l.*	5 *l.* and 4 *l.*	1854	-	-	-	1,200 - -
Leighton and Buildwas	√	√	√	√	1841	5 *l.*	5 *l.* and 1 *d.*	1864	—	—	—	—
Minsterley and Churchstoke	–	–	√	√	1865	5 *l.* to 3 *l.*	1 *d.*	1865	-	Minsterley and Churchstoke	partly	440 - -
Oswestry	√	√	√	√	1841	5 *l.* to 4 *l.*	5 *l.* to 4 *l.*	1862	-	-	-	4,513 10 -
Preston Brockhurst	√	√	√	√	1840	4 *l.* 10 *s.*	4 *l.* 10 *s.*	-	-	-	-	3,600 - -
Shiffnal District	√	√	√	√	1846	4 *l.*	4 *l.* and none.	1861	-	-	-	3,048 15 5
Shrewsbury	√	√	√	√	1843 and 1864	[Nine districts united; one Act does not expire until 1873.]						
Weston Gate (Bewdley Act)	√	√	√	√	1842	5 *l.*	5 *l.* and 2 *l.*	1857	-	Weston Gate (Bewdley Act)	partly	700 - -
Whitchurch and Madeley	√	√	√	√	1845	5 *l.*	5 *l.* and 3 *l.* 15 *s.*	1865	-	-	-	748 - -

RETURN of Turnpike Trusts continued by the Annual Continuance Acts in the last Four Years, 1864, 1865, 1866, and 1867, &c.—*continued.*

Names of Trusts and County kept alive by Continuance Acts.	1864.	1865.	1866.	1867.	Date of Expiry of last Local Act in each case.	Interest per Cent. Payable under last Local Act.	Interest per Cent. Payable since placed in Continuance Act.	Year when Interest Reduced to Present Amount.	Names of Trusts out of Debt.	Trusts in Debt where Roads wholly or partly Maintained by Parishes.		Amount of Debt Paid Off in each Trust since placed in Continuance Act.
												£. s. d.
SOMERSET.					*End of Session after*							
Bath	✓	✓	✓	✓	1860	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	8,548 17 —
Bridgewater	✓	✓	✓	✓	1843	5 *l.*, 4 *l.* 10 *s.*, and 4 *l.*	5 *l.*, 4 *l.* 10 *s.*, and 4 *l.*	1864	—	—	—	17,571 6 5
Bruton	✓	✓	✓	✓	1862	5 *l.*, 4 *l.* 10 *s.*, and 4 *l.*	3 *l.* 10 *s.* to 2 *l.* 16 *l.*	1862	—	—	—	100 — —
Chard	✓	✓	✓	✓	1860	5 *l.* and 4 *l.*	5 *l.* and 4 *l.*	—	—	—	—	800 — —
Crewkerne	✓	✓	✓	✓	1846	5 *l.*	5 *l.* and 4 *l.*	1852	—	—	—	5,200 — —
Frome	✓	✓	✓	✓	1862	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	—
Martock	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 3 *l.* 15 *s.*	1865	—	—	—	600 — —
Minehead Roads (United)	✓	✓	✓	✓	1849	5 *l.*, 4 *l.*	5 *l.*, 4 *l.* and 3 *l.*	1859	—	Minehead Roads, United	partly	13,039 10 —
Radstock	✓	✓	✓	✓	1861	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	—
Shepton Mallett	✓	✓	✓	✓	1842	4 *l.* 10 *s.* and 4 *l.*	4 *l.* 10 *s.* and 4 *l.*	—	—	—	—	7,050 — —
Wells	✓	✓	✓	✓	1842	4 *l.* 10 *s.* and 4 *l.*	4 *l.* 10 *s.* and 4 *l.*	—	—	—	—	5,220 — —
Wincanton	✓	✓	✓	✓	1839	5 *l.*	5 *l.* and 4 *l.*	1863	—	—	—	4,410 — —
STAFFORD.												
Albrighton and Tong	✓	✓	✓	✓	1862	5 *l.*	5 *l.*	—	—	—	—	50 — —
Ashborne to Leek	✓	✓	✓	✓	1847	5 *l.*	5 *l.* and 4 *l.*	1863	—	—	—	1,184 7 7
Ashby-de-la-Zouch to Tutbury	✓	✓	✓	✓	1845	5 *l.*	5 *l.*	—	—	—	—	3,250 — —
Birmingham and Wednesbury	✓	✓	✓	✓	1863	—	—	—	Birmingham and Wednesbury	—	—	—
Burton-upon-Trent to Abbots Bromley	✓	✓	✓	✓	1862	3 *l.* 10 *s.*	3 *l.* 10 *s.*	—	—	—	—	200 — —
Cannock and Penkridge	✓	✓	✓	✓	1847	5 *l.*	5 *l.* and 1 *l.*	1853	—	—	—	600 — —
Darley Moor and Ellaston	—	✓	✓	✓	1864	5 *l.*, 4 *l.* 15 *s.*, and 4 *l.* 10 *s.*	5 *l.*, 4 *l.* 15 *s.*, and 4 *l.* 10 *s.*	—	—	—	—	—
Dudley and Wolverhampton	✓	✓	✓	✓	1860	United with the Dudley, Hales Owen and Bromsgrove Trust, which expires in 1875.						
Great Chell and Shelton	—	✓	✓	✓	1864	5 *l.* and 4 *l.*	5 *l.* and 4 *l.*	—	—	—	—	—
Handsworth and Perry Bar (United)	✓	✓	✓	✓	1862	3 *l.*	3 *l.*	—	—	—	—	608 4 9
Hanley and Bucknall	✓	✓	✓	✓	1834	5 *l.*	5 *l.* and 4 *l.*	1863	—	—	—	905 — —
High Bridges and Uttoxeter	✓	✓	✓	✓	1849	5 *l.*	5 *l.* and 2 *l.*	1857	—	—	—	1,000 — —
Lichfield (United)	✓	✓	✓	✓	1863	—	—	—	Lichfield.	—	—	—
Newcastle-under-Lyme and Drayton	✓	✓	✓	✓	1863	5 *l.*	5 *l.*	—	—	—	—	750 — —
Newcastle-under-Lyme and Eccleshall	✓	✓	✓	✓	1844	5 *l.*	5 *l.*, 3 *l.*, and none	1854	—	—	—	100 — —
Newcastle-under-Lyme and Nantwich	✓	✓	✓	✓	1860	5 *l.*	5 *l.* and 4 *l.*	1862	—	—	—	1,000 — —
Newport and Stonnall	✓	✓	✓	✓	1842	—	—	—	Newport and Stonnall	—	—	200 — —
Rugeley and Stone	—	—	✓	✓	1865	5 *l.*	2 *l.*	1866	—	—	—	—
Rugeley and Stone, Alrewas Branch	—	—	✓	✓	1865	5 *l.*	2 *l.*	1866	—	Rugeley and Stone; Alrewas Branch.	wholly	—
Rugeley and Stone, Fillybrook Branch	—	—	✓	✓	1865	5 *l.*	3 *l.*	1866	—	—	—	—
Sandon, Hugbridge, Hilderston, and Draycott-in-the-Moors.	✓	✓	✓	✓	1845	5 *l.*	5 *l.*	—	—	—	—	1,930 — —
Spath and Hanging Bridge	✓	✓	✓	✓	1849	5 *l.*	5 *l.* and 2 *l.*	1856	—	—	—	480 15 —
Stone, Lane End, and Trentham	—	✓	✓	✓	1864	5 *l.*	5 *l.* and 1 *l.*	1866	—	—	—	—
Streetway and Wordsley Green, and Wolverhampton and Cannock.	✓	✓	✓	✓	1860	—	—	—	Streetway and Wordsley Green, and Wolverhampton and Cannock.	—	—	—
Tamworth	✓	✓	✓	✓	1863	—	—	—	Tamworth.	—	—	—
Tunstall and Bosley	—	✓	✓	✓	1864	5 *l.*	5 *l.*	—	—	—	—	—
Walsall (United)	✓	✓	✓	✓	1861	—	—	—	Walsall (United).	—	—	—
Walsall and Hamstead	✓	✓	✓	✓	1862	5 *l.* and 4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	150 — —
Walton-in-Stone to Eccleshall	—	✓	✓	✓	1864	—	—	—	Walton-in-Stone, Eccleshall	—	—	150 — —
					1862				Wolverhampton, Old District			

Bury St. Edmunds and Newmarket	–	✓	✓	✓	1864	– –	– –	– –	Bury St. Edmunds and Newmarket.	—	—	—	
Claydon, Blakenham, Brockford, and Stowmarket.	✓	✓	✓	✓	1846	– –	– –	– –	Claydon, Blakenham, Brockford, &c.	– – – –	–	300 – –	
Ipswich to Helmingham, Debenham, &c.	–	✓	✓	✓	1864	5 *l.*	3 *l.* 10 *s.*	1863	– – – –	– – – –	–	450 – –	
Ipswich to South Town, and Darsham to Bungay.	✓	✓	✓	✓	1849	– –	– –	– –	Ipswich to South Town, &c.	—	—	—	
Ipswich and Stratford	✓	✓	✓	✓	1863	5 *l.*	5 *l.* and 3 *l.* 10 *s.*	1865	– – – –	– – – –	–	225 – –	
South Town	–	–	✓	✓	1865	4 *l.* 10 *s.*	4 *l.* 10 *s.*	—	—	—	—	—	
Sudbury to Bury St. Edmunds	✓	✓	✓	✓	1847	– –	– –	– –	Sudbury to Bury St. Edmunds	—	—	—	
SURREY.													
Bedfont and Bagshot (United)	✓	✓	✓	✓	1862 and 1864	5 *l.* and 4 *l.*	5 *l.* and 4 *l.*	—	—	—	—	—	
Godalming and Painshill	✓	✓	✓	✓	1847	5 *l.*	5 *l.* and 1 *d.*	1853	– – – –	– – – –	–	843 – –	
Guildford and Alfold	✓	✓	✓	✓	1860	4 *l.*	4 *l.*	– –	– – – –	– – – –	–	923 – –	
Guildford and Farnham	✓	✓	✓	✓	1843	5 *l.*	5 *l.* and 3 *l.*	1855	– – – –	– – – –	–	1,295 – –	
Limpsfield	✓	✓	✓	✓	1852	– –	– –	– –	Limpsfield.	—	–	—	
Reigate	✓	✓	✓	✓	1836	5 *l.*	5 *l.* and 2 *l.*	1857	– – – –	– – – –	–	3,710 – –	
SUSSEX.													
Brede	✓	✓	✓	✓	1863	No return can be obtained.							
Brighton and Newhaven	✓	✓	✓	✓	1845	5 *l.*	5 *l.* and 2 *l.*	1855	– – – –	– – – –	–	1,050 – –	
Broil Park Gate to Battle	✓	✓	✓	✓	1842	– –	– –	– –	Broil Park Gate to Battle.	—	—	—	
Cowfold and Henfield	✓	✓	✓	✓	1861	4 *l.*	1 *l.*	1861	—	—	—	—	
Cowfold and Henfield, Branch	✓	✓	✓	✓	1861	– –	– –	– –	Cowfield and Enfield, Branch.	—	—	—	
Crouch Hill and Hurstpierpoint	–	–	✓	✓	1865	4 *l.*	4 *l.*	—	—	—	—	—	
Five Oaks	✓	✓	✓	✓	1863	5 *l.*	1 *l.* 10 *s.*	1861	– – – –	– – – –	–	1,075 – –	
Henfield	✓	✓	✓	✓	1838	4 *l.*	3 *l.*, 2 *l.*, and 1 *l.*	1863	—	—	—	—	
Horsebridge and Horeham	✓	✓	✓	✓	1846	– –	– –	– –	Horsebridge and Horeham.	—	—	—	
Horsham and Crawley	✓	✓	✓	✓	1844	No return can be obtained.							
Horsham and Guildford	✓	✓	✓	✓	1861	No return can be obtained.							
Hurstpierpoint and Poynings	–	–	✓	✓	1865	5 *l.*	5 *l.*	– –	– – – –	Hurstpierpoint and Poynings	partly.	—	
Lewes and Brighton	–	✓	✓	✓	1864	– –	– –	– –	Lewes and Brighton.	—	—	—	
Mayfield and Wadhurst	✓	✓	✓	✓	1860	5 *l.*	4 *l.*	1860	– – – –	– – – –	–	2,281 1 4	
Midhurst and Sheetbridge	✓	✓	✓	✓	1846	– –	– –	– –	Midhurst and Sheetbridge	– – – –	–	Debt relinquished.	
Rye	✓	✓	✓	✓	1846	No return can be obtained.							
Staplecross	✓	✓	✓	✓	1844	No return can be obtained.							
Storrington and Ball's Hut	–	✓	✓	✓	1864	5 *l.*, 2 *l.* 10 *s.*, and 10 *s.*	2 *l.* 10 *s.* and 10 *s.*	– –	– – – –	Storrington and Ball's Hut	partly.	—	
Storrington and Wiston	✓	✓	✓	✓	1862	5 *l.*	3 *l.* 10 *s.*	1862	– – – –	– – – –	–	800 – –	
Tunbridge Wells to Maresfield	✓	✓	✓	✓	1862	5 *l.* and 4 *l.*	3 *l.*	1863	– – – –	– – – –	–	300 – –	
Tunbridge Wells to Uckfield	✓	✓	✓	✓	1860	5 *l.*	5 *l.*	– –	– – – –	– – – –	–	200 – –	
Worthing and Branch	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 3 *l.* 10 *s.*	1862	– – – –	– – – –	–	175 – –	
WARWICK.													
Alcester (United)	✓	✓	✓	✓	1837, 1842, and 1847.	4 *l.*	4 *l.*	– –	– – – –	– – – –	–	2,600 – –	
Ansley and Whitacre	✓	✓	✓	✓	1862	5 *l.*	1 *d.*	1862	—	—	—	—	
Birmingham and Spernal Ash	✓	✓	✓	✓	1849	– –	– –	– –	Birmingham and Spernal Ash	– – – –	–	800 – –	
Birmingham to Stonebridge	✓	✓	✓	✓	1863	5 *l.*	5 *l.*	—	—	—	—	—	
Birmingham and Stratford-on-Avon	✓	✓	✓	✓	1842	4 *l.* 10 *s.*	4 *l.* 10 *s.*	– –	– – – –	– – – –	–	1,100 – –	
Birmingham, Warwick, and Warmington.	✓	✓	✓	✓	1861	4 *l.*	4 *l.*	– –	– – – –	– – – –	–	1,523 12 5	
Birmingham and Watford Gap Birmingham, Kingsbury Branch	✓	✓	✓	✓	1847	5 *l.*	5 *l.* and 4 *l.*	1853	– – – –	– – – –	–	7,465 – –	

RETURN of Turnpike Trusts continued by the Annual Continuance Acts in the last Four Years, 1864, 1865, 1866, and 1867, &c.—*continued.*

Names of Trusts and County kept alive by Continuance Acts.	1864.	1865.	1866.	1867.	Date of Expiry of last Local Act in each case.	Interest per Cent. Payable under last Local Act.	Interest per Cent. Payable since placed in Continuance Act.	Year when Interest Reduced to Present Amount.	Names of Trusts out of Debt.	Trusts in Debt where Roads wholly or partly Maintained by Parishes.		Amount of Debt Paid off in each Trust since placed in Continuance Act.
WARWICK—*continued.*					*End of Session after*							£. s. d.
Castle Bromwich and Birmingham (united).	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 4 *l.*	1862	- - - -	- - - -	-	600 - -
Coventry and Stony Stanton - -	✓	✓	✓	✓	1862	5 *l.*	3 *l.* and 1 *d.*	1862	—	—	—	—
Coventry and Wolvey - - -	✓	✓	✓	✓	1834	4 *l.* 10 *s.*	4 *l.* 10 *s.*	- -	- - - -	- - - -	-	458 19 2
Dunchurch and Southam - - -	✓	✓	✓	✓	1836	5 *l.*	5*l.* and 2*l.* 10*s.*	1863	- - - -	Dunchurch and Southam -	partly	100 - -
Dunchurch and Stonebridge - -	✓	✓	✓	✓	1845	- -	- -	- -	Dunchurch and Stonebridge -	- - - -	-	10,842 8 9
Evesham and Alcester, Alcester District	✓	✓	✓	✓	1841	4 *l.*	4*l.*	- -	- - - -	- - - -	-	2,800 - -
Fillongley and Over Whitacre - -	✓	✓	✓	✓	1862	4 *l.*	4 *l.*	—	—	—	—	—
Great Kington and Willesbourne -	–	✓	✓	✓	1864	- -	- -	- -	Great Kington and Wellsbourne	- - - -	-	Debts unclaimed.
Hinckley and Coventry - - -	✓	✓	✓	✓	1846	5 *l.*	5 *l.*	- -	- - - -	- - - -	-	3,390 4 9
Mancetter and Wolvey Heath - -	✓	✓	✓	✓	1862	5 *l.*	4 *l.*	1862	—	—	—	—
Rugby and Hinckley - - -	–	✓	✓	✓	1864	5 *l.*	5 *l.*	—	—	—	—	—
Rugby and Kilworth - - -	✓	✓	✓	✓	1844	5 *l.*	5*l.* and 3*l.* 10*s.*	1856	- - - -	- - - -	-	785 12 5
Stonebridge and Kenilworth - -	✓	✓	✓	✓	1837	5 *l.* and 4 *l.*	5*l.* and 4*l.* and none.	1856	- - - -	- - - -	-	681 3 1
Stratford and Edghill - - -	✓	✓	✓	✓	1840	5 *l.*	5 *l.* and 2 *l.*	1848	- - - -	Stratford and Edgehill - -	partly	1,320 - -
Stratford-upon-Avon and Long Compton.	✓	✓	✓	✓	1846	5 *l.*	4 *l.*	1845	—	—	—	—
Warwick and Paddlebrook and Stratford.	✓	✓	✓	✓	1849	4 *l.* 10 *s.*	4*l.* 10 *s.*	- -	- - - -	- - - -	-	200 - -
Watling Street, Bentley Lane and Branch Pinwall Lane and Appleby (united).	✓	✓	✓	✓	1862	5 *l.*	4*l.*	1863	—	—	—	—
Wellesbourne and Stratford - -	–	✓	✓	✓	1864	- -	- -	- -	Wellesbourne and Stratford.	—	—	—
WESTMORLAND.												
Ambleside - - - - - -	✓	✓	✓	✓	1845	5 *l.*	5 *l.* and 4 *l.*	1863	- - - -	- - - -	-	478 10 -
Brough and Bowes, and Maiden Castle and Barrows Brow to the Coal Works (united).	✓	✓	✓	✓	1834	No Return can be obtained.						
Brough and Middleton - - -	✓	✓	✓	✓	1838	No Return can be obtained.						
WILTS.												
Amesbury - - - - - -	–	–	–	✓	1866	4 *l.*	4 *l.*	—	—	—	—	—
Beckhampton - - - - - -	✓	✓	✓	✓	1839	- -	- -	- -	Beckhampton - - -	- - - -	-	1,000 - -
Calne - - - - - - -	✓	✓	✓	✓	1838	5 *l.*	5 *l.*	- -	- - - -	- - - -	-	2,625 - -
Chippenham - - - - - -	✓	✓	✓	✓	1839	- -	- -	- -	Chippenham - - -	- - - -	-	1,500 - -
Corsham - - - - - -	✓	✓	✓	✓	1860	- -	- -	- -	Corsham.	—	—	—
Devizes (consolidated) - - -	✓	✓	✓	✓	1841	5 *l.* and 4 *l.*	5*l.*, 4*l.*, 3*l.* 10*s.*, and 3 *l.*	1866	- - - -	- - - -	-	5,425 - -
Draycot, or Upper District - -	✓	✓	✓	✓	1862	5 *l.* and 4 *l.*	2 *l.*	1862	- - - -	- - - -	-	117 - -
Everley - - - - - - -	✓	✓	✓	✓	1841	5 *l.*	5*l.* and 4*l.* 10*s.*	1846	- - - -	Everley - - - -	partly	300 - -
Fisherton, Wilton, Heytesbury, Wiloughby Edge and Redhone.	✓	✓	✓	✓	1836	- -	- -	- -	Fisherton, Wilton, Heytesbury, &c.	- - - -	-	6,020 - -
Holt - - - - - - -	✓	✓	✓	✓	1847	5 *l.*	5 *l.* and 2 *l.*	1854	- - - -	Holt - - - - -	wholly	1,685 16 9
Malmesbury, Third District - -	✓	✓	✓	✓	1861	5 *l.*	2 *l.*	1862	- - - -	Malmesbury, Third District -	partly	—
Marlborough and Froxfield - -	✓	✓	✓	✓	1848	4 *l.*	4 *l.*	- -	- - - -	- - - -	-	2,700 - -
Marlborough and Salisbury - -	✓	✓	✓	✓	1863	5 *l.*	2*l.* 10*s.* and 1*d.*	1863	—	—	—	—
Marshfield - - - - -	✓	✓	✓	✓	1847	4 *l.* 10 *s.*	4*l.* 10*s.* and 4*l.*	1856	—	—	—	—
Melksham - - - - -	✓	✓	✓	✓	1844	5 *l.*	5*l.* and 3*l.* 10*s.*	1856	- - - -	- - - -	-	926 18 6
Swindon and Cold Harbour - -	✓	✓	✓	✓	1839	5 *l.*	5 *l.*	—	—	—	—	—

Swindon, Hungerford, and Marlborough (united).	✓	✓	✓	✓	1841	5 *l.*	5 *l.*	- -	- - - -	- - - -	-	5,051 1 7
Swindon and Marlborough - -	✓	✓	✓	✓	1847	5 *l.*	5 *l.*	—	—	—	—	—
Westbury - - - - -	✓	✓	✓	✓	1847	No Return can be obtained.						
Wootton Basset and Marlborough -	✓	✓	✓	✓	1861	5 *l.*	1 *l.*	1861	- - - -	Wotton Basset and Marlborough	partly	1,250 - -
WORCESTER.												
Birmingham and Bromsgrove - -	✓	✓	✓	✓	1862	5 *l.*	4 *l.*	1863	- - - -	- - - -	-	825 - -
Broadway and Mickleton - - -	✓	✓	✓	✓	1845	5 *l.*	5*l.*, 4*l.*, 3*l.* 10*s.*, and 3*l.*	1865	- - - -	Broadway and Mickleton -	wholly	100 - -
Doglane Gate - - - - -	✓	✓	✓	✓	1842	No Return can be obtained.						
Dudley and Brettell Lane - - -	✓	✓	✓	✓	1863	United with the Dudley, Pedmore, and Rowley Trust, which expires in 1873.						
Dudley and New Inn - - -	✓	✓	✓	✓	1863	United with the Dudley, Hales Owen, and Bromsgrove Trust, which expires in 1875.						
Evesham, First District, Pershore Division.	✓	✓	✓	✓	1843	- -	- -	- -	Evesham, First District, Pershore Division.	- - - -	-	2,375 - -
Evesham, Bretforton and Stonebow Divisions.	✓	✓	✓	✓	1843	5 *l.*	5 *l.* and 4 *l.*	1866	- - - -	- - - -	-	925 - -
Evesham and Alcester, Evesham District.	✓	✓	✓	✓	1841	5 *l.*	5 *l.*	- -	- - - -	- - - -	-	1,600 - -
Hundred House, First District - -	✓	✓	✓	✓	1843	No Return can be obtained.						
Hundred House, Second District -	✓	✓	✓	✓	1843	No Return can be obtained.						
Inning's Lane - - - - -	✓	✓	✓	✓	1842	5 *l.*	5 *l.*	- -	- - - -	- - - -	-	200 - -
Kidderminster - - - - -	✓	✓	✓	✓	1842	5 *l.* to 4 *l.*	5 *l.* to 4 *l.*	- -	- - - -	- - - -	-	14,440 - -
Tenbury - - - - - -	✓	✓	✓	✓	1844	4 *l.*	4 *l.*	- -	- - - -	- - - -	-	100 - -
Tinker's Gate - - - - -	✓	✓	✓	✓	1842	No Return can be obtained.						
Upton-upon-Severn - - - -	✓	✓	✓	✓	1846	No Return can be obtained.						
Welch Gate - - - - -	✓	✓	✓	✓	1842	No Return can be obtained.						
Worcester:									Worcester:			
Barbourne Roads - - -									Barbourne Roads.	—	—	—
Bransford Roads - - -									Bransford Roads.	—	—	—
Broadwas Roads - - -									Broadwas Roads.	—	—	—
Henwick and Martley Roads -	-	-	-	✓	1866	4 *l.* 10 *s.*	4 *l.* 10 *s.*	- -	Henwick and Martley Roads.	—	—	—
London and Stonebow Roads -									London and Stonebow Roads.	—	—	—
Lowesmoor Roads - - -									- - - -	Worcester: Lowesmoor Roads	partly	—
Powick Roads - - - -									Powick Roads.	—	—	—
Upton Roads - - - -									Upton Roads.	—	—	—
YORK.												
Barnsley and Grange Moor - -	✓	✓	✓	✓	1846	5 *l.*	5*l.* and 2*l* 10*s.*	1855	- - - -	Barnsley and Grange Moor -	wholly	1,260 - -
Barnsley and Pontefract - - -	-	✓	✓	✓	1864	5 *l.*	5 *l.*	- -	- - - -	Barnsley and Pontefract -	partly	700 - -
Barnsley and Shepley Lane Head -	-	-	-	✓	1866	4 *l.*	1 *d.*	1866	- - - -	Barnsley and Shepley Lane Head	partly	150 - -
Bawtry and Selby - - - -	✓	✓	✓	✓	1863	5 *l.*	2 *l.* 10 *s.*	1864	- - - -	Bawtry and Selby - -	partly	1,235 - -
Beverley, Hessle and North Cave -	✓	✓	✓	✓	1863	5 *l.*	5 *l.* and 2 *l.* 10 *s.*	1866	- - - -	Beverley Hessle and North Cave	partly	—
Beverley and Kexby Bridge - - } Beverley, Molescroft, &c. - - }	✓	✓	✓	✓	1849 and 1861	4 *l.*	4 *l.* and 3 *l.*	1862	- - - -	Beverley, Kexby Bridge, &c. -	partly	100 - -
Boroughbridge to Catterick and Piersebridge.	✓	✓	✓	✓	1846	5 *l.*	5*l.* and 3*l.* 10*s.*	1862	- - - -	- - - -	-	50 - -
Boroughbridge and Durham (part) -	✓	✓	✓	✓	1863	- -	- -	- -	Boroughbridge and Durham (part)	—	—	—
Bradford and Wakefield - - -	✓	✓	✓	✓	1840	4 *l.*	4 *l.*	- -	- - - -	- - - -	-	500 - -
Collingham and York - - -	✓	✓	✓	✓	1847	5 *l.*	5 *l.* and 2 *l.*	1851	—	—	—	—
Colne and Broughton - - -	✓	✓	✓	✓	1845	5 *l.*	5 *l.* and 2 *l.*	1854	- - - -	Colne and Broughton - -	partly	1,400 - -
Doncaster to Bawtry - - -	✓	✓	✓	✓	1863	- -	- -	- -	Doncaster to Bawtry.	—	—	—
Doncaster and Salter's Brook - -	✓	✓	✓	✓	1847	5 *l.*	5 *l.*	- -	- - - -	Doncaster and Salter's Brook	partly	2,865 - -
Doncaster and Selby - - -	✓	✓	✓	✓	1863	none	none	- -	- - - -	Doncaster and Selby - -	wholly	1,388 11 5
Doncaster and Thorne - - -	✓	✓	✓	✓	1846	No Return can be obtained.						
Dunford District - - - -	-	-	✓	✓	1865	5 *l.*	3 *l.* and 1 *d.*	1864	- - - -	Dunford District - - -	partly	310 - -
Halifax and Sheffield: Huddersfield to Penistone.	✓	✓	✓	✓	1840	5 *l.*	5 *l.* and 4 *l.*	1862	- - - -	Huddersfield to Penistone -	partly	3,975 10 -
Harrogate and Boroughbridge - -	✓	✓	✓	✓	1840	5 *l.*	5 *l.*	- -	- - - -	Harrogate and Boroughbridge	partly	1,642 15 2
Harrogate and Hewick, and Ripon and Pateley Bridge (united).	✓	✓	✓	✓	1835 and 1842	5 *l.*	5 *l.*	—	—	—	—	—

RETURN of Turnpike Trusts continued by the Annual Continuance Acts in the last Four Years, 1864, 1865, 1866, and 1867, &c.—*continued.*

Names of Trusts and County kept alive by Continuance Acts.	1864.	1865.	1866.	1867.	Date of Expiry of last Local Act in each case.	Interest per Cent. Payable under last Local Act.	Interest per Cent. Payable since placed in Continuance Act.	Year when Interest Reduced to Present Amount.	Names of Trusts out of Debt.	Trusts in Debt where Roads wholly or partly Maintained by Parishes.		Amount of Debt Paid off in each Trust since placed in Continuance Act.
YORK.—*continued.*					*End of Session after*							£. s. d.
Holme, Lane End, and Heckmondwike	✓	✓	✓	✓	1845	5 *l.*	5 *l.* and 4 *l.*	1862	- - - -	- - - -	-	2,780 - -
Holmfirth District - - - -	-	-	✓	✓	1865	5 *l.*	5*l.*, 2*l.* and 1 *d.*	1854	- - - -	Holmfirth District - -	wholly	465 - -
Huddersfield and Woodhead - -	✓	✓	✓	✓	1862	5 *l.*	2 *l.*	1862	- - - -	- - - -	-	1,341 9 4
Hull and Beverley - - - -	-	✓	✓	✓	1864	5 *l.*	5 *l.* and 2 *l.* 10 *s.*	1866	——	——	—	—
Hull and Hedon, New - - -	✓	✓	✓	✓	1861	5 *l.*	1 *l.* 15 *s.*	1861	- - - -	Hull and Hedon, New - - -	partly	650 - -
Hull and Kirk Ella - - - -	✓	✓	✓	✓	1860	5 *l.*	3 *l.* 10 *s.*	1861	- - - -	- - - -	-	993 18 -
Keighley and Bradford - - -	✓	✓	✓	✓	1836	5 *l.*	5 *l.*	- -	- - - -	- - - -	-	10,207 - -
Leeds and Collingham - - -	✓	✓	✓	✓	1845	5 *l.*	5 *l.*, 3 *l.* and 1 *d.*	1854	- - - -	- - - -	-	1,600 - -
Leeds and Wakefield - - -	✓	✓	✓	✓	1842	- -	- -	- -	Leeds and Wakefield.	——	—	—
Lees and Hebden Bridge - - -	✓	✓	✓	✓	1835	5 *l.*	5 *l.* and 1 *s.* 5 *s.*	1853	- - - -	Lees and Hebden Bridge -	wholly	3,985 12 -
Malton and Pickering - - -	✓	✓	✓	✓	1846	- -	- -	- -	Malton and Pickering - -	Malton and Pickering - -	partly	—
Middleton, Tyas, Lane End, to Greta Bridge and Bowes.	✓	✓	✓	✓	1835	5 *l.*	5 *l.* and 3 *l.*	1862	- - - -	Middleton, Tyas Lane End to Greta Bridge and Bowes.	partly	—
Richmond and Lancaster, Eastern District.	✓	✓	✓	✓	1838	- -	- -	- -	Richmond and Lancaster, Eastern District.	Richmond and Lancaster, Eastern District.	partly	4,092 - -
Richmond to Lucy Cross, and Gilling to Gatherley Moor.	✓	✓	✓	✓	1838	4 *l.*	4 *l.*	—	——	——	—	—
Rochdale to Halifax and Elland -	-	-	-	✓	1867	5 *l.*	5 *l.*	—	——	——	—	—
Rotherham and Swinton - - -	✓	✓	✓	✓	1848	5 *l.*	5 *l.* and 4 *l.*	1856	- - - -	- - - -	-	4,654 16 2
Rotherham and Wentworth - -	✓	✓	✓	✓	1846	4 *l.*	4 *l.* and 3 *l.* 10 *s.*	1856	- - - -	Rotherham and Wentworth -	partly	2,601 19 8
Sedbergh - - - - - -	✓	✓	✓	✓	1847	4 *l.* 10 *s.*	4 *l.* 10 *s.* and 4 *l.*	1852	- - - -	- - - -	-	3,373 8 3
Skipton and Clitheroe - - -	✓	✓	✓	✓	1842	5 *l.*	5 *l.* and 4 *l.*	1863	- - - -	- - - -	-	3,369 - -
Skipton and Knaresbrough - -	✓	✓	✓	✓	1842	5 *l.*	5 *l.* and 4 *l.*	1858	- - - -	Skipton and Knaresbrough -	partly	600 - -
Tadcaster Bridge to Hob Moor Lane End.	-	✓	✓	✓	1864	- -	- -	- -	Tadcaster Bridge to Hob Moor Lane End.	——	—	—
Thirsk - - - - - - -	✓	✓	✓	✓	1861	4 *l.* 10 *s.* and 4 *l.*	4*l.* 10*s.*, 4*l.* & 3*l.*	1863	- - - -	Thirsk - - - - -	partly	—
Thirsk and Masham - - - -	✓	✓	✓	✓	1842	4 *l.*	4 *l.* and 3 *l.*	1859	- - - -	Thirsk and Masham - -	wholly	832 5 -
Todmorden - - - - -	✓	✓	✓	✓	1842	4 *l.* 10 *s.*	4 *l.* 10 *s.*	- -	- - - -	- - - -	-	14,650 - -
Wakefield and Austerlands - -	✓	✓	✓	✓	1862	- -	- -	- -	Wakefield and Austerlands -	- - - -	-	100 - -
Wellington and Tong Lane End -	-	-	-	✓	1866	5 *l.*	5 *l.*	- -	- - - -	Wellington and Tong Lane End	wholly	—
Wetherby and Knaresbrough - -	✓	✓	✓	✓	1845	- -	- -	- -	Wetherby and Knaresbrough.	——	—	—
Winston Bridge - - - -	✓	✓	✓	✓	1846	5*l.*, 4*l.* 10*s.* & 4*l.*	5*l.*, 4*l.* 10*s.*, 4*l.* and 3*l.*	1864	- - - -	- - - -	-	850 - -
Wortley and Pudsey - - -	-	-	-	✓	1866	5 *l.*	5 *l.*	- -	- - - -	Wortley and Pudsey - -	wholly	—
York and Boroughbridge - - -	✓	✓	✓	✓	1839	- -	- -	- -	York and Boroughbridge.	——	—	—
York to Kexby Bridge, and Grimston to Stone Dale.	✓	✓	✓	✓	1848	- -	- -	- -	York to Kexby Bridge, &c.	——	—	—
York to Oswaldkirk Bank - - -	✓	✓	✓	✓	1846	5 *l.* and 3 *l.* 10 *s.*	5*l.*, 3*l.* 10*s.* and 2*l.* 10*s.*	1859	- - - -	York to Oswaldkirk Bank -	partly	1,465 - -
NORTH WALES:												
ANGLESEY.												
Beaumaris and Menai Bridge - -	✓	✓	✓	✓	1849	5 *l.*	5 *l.*	- -	- - - -	- - - -	-	300 - -
CARNARVON.												
Carnarvonshire - - - - -	✓	✓	✓	✓	1863	4 *l.*	4 *l.*	- -	- - - -	- - - -	-	7,090 - -
Penmachno - - - - - -	✓	✓	✓	✓	1846	5 *l.*	5*l.*, 3*l.* and 1*d.*	1862	- - - -	- - - -	-	50 - -
Yspytty - - - - - -	✓	✓	✓	✓	1840	5 *l.*	none	not known	- - - -	Yspytty - - - -	partly	—

Barnhill and Wrexham	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 4 *l.*	1862	-	-	-	823 2 6
Denbigh and Pentre Voclas	✓	✓	✓	✓	1846	5 *l.*	5 *l.* and 1 *d.*	1864	—	—	—	—
Ruthin to Mold	✓	✓	✓	✓	1843	5 *l.*	5 *l.* and 2 *l.* 10 *s.*	1863	—	—	—	—
Wrexham to Denbigh, through Ruthin Wrexham, Cerrig-y-Druidion Branch	✓	✓	✓	✓	1843	5 *l.*	5 *l.*	- -	-	-	-	180 4 -
Wrexham, Ruabon, and Llangollen	✓	✓	✓	✓	1841	5 *l.*	5 *l.* and 4 *l.*	1863	-	-	-	992 8 5
FLINT.												
Chester and Northop	✓	✓	✓	✓	1849	No Return can be obtained.						
Denbigh and Rhyddlan	✓	✓	✓	✓	1842	5 *l.*	5 *l.*	- -	-	-	-	1,506 - -
Mold and Broughton, and Branch	✓	✓	✓	✓	1843	5 *l.*	5 *l.* and 4 *l.*	1859	-	-	-	479 - -
Mold and Denbigh	-	✓	✓	✓	1864	4 *l.*	4 *l.*	—	—	—	—	—
Pontblyddyn and Llandegla	✓	✓	✓	✓	1844	5 *l.*	5 *l.* and 3 *l.*	1850	-	-	-	850 - -
Witchurch and Marchwiel	✓	✓	✓	✓	1861	4 *l.*	4 *l.*	- -	-	-	-	150 - -
Wrexham and Mold	✓	✓	✓	✓	1840	5 *l.*	5 *l.* and 4 *l.*	1864	-	-	-	200 - -
MERIONETH.												
Aberdovey District	✓	✓	✓	✓	1845	5 *l.*	5 *l.*	- -	-	-	-	—
MONTGOMERY.												
Montgomery, Second District	✓	✓	✓	✓	1843	4 *l.*	4 *l.* and 3 *l.*	1859	-	-	-	2,621 18 2
Montgomeryshire, First District:— Abermule by Glanmule, &c. Abermule to Llandyssil and Goitre Road. Berriew to the Addfa Efelfach to Tregynon Llangerrig to Tynycoed Llanidloes to Stedfagerrig and Tylwch. Llanidloes to Weeg, Caersws, &c. Montgomery to Garthmill Newtown and Caersws to Pontdolgock. Newtown to Camnant Bridge Newtown and Kerry to the Blue Bell. Newtown to Llanidloes Newtown to New Mills Bridge Newtown to Talurddig Rhiew Bridge to Newtown	-	-	✓	✓	1865	5 *l.*	5 *l.*	—	—	—	-	—
Montgomeryshire, Second District	-	-	✓	✓	1865	5 *l.* and 4 *l.*	5 *l.* and 4 *l.*	- -	-	-	-	—
Montgomeryshire, Third District	-	-	✓	✓	1865	4 *l.*	4 *l.*	- -	-	-	-	100 - -
Montgomeryshire, Blackwaters and Rednall Branch.	-	-	✓	✓	1865	5 *l.*	5 *l.*	—	—	—	—	—
Montgomeryshire, Fourth District	-	-	✓	✓	1865	5 *l.*	5 *l.*	- -	-	-	-	—

Barnhill and Wrexham	-	-
Denbigh and Pentre Voclas	—	—
Ruthin to Mold	—	—
Wrexham to Denbigh, through Ruthin Wrexham, Cerrig-y-Druidion Branch	-	-
Wrexham, Ruabon, and Llangollen	-	-
FLINT.		
Chester and Northop	-	-
Denbigh and Rhyddlan	-	-
Mold and Broughton, and Branch	-	-
Mold and Denbigh	—	—
Pontblyddyn and Llandegla	-	-
Witchurch and Marchwiel	-	-
Wrexham and Mold	-	-
MERIONETH.		
Aberdovey District	Aberdovey District	partly
MONTGOMERY.		
Montgomery, Second District	-	-
Montgomeryshire, First District:— Abermule by Glanmule, &c. Abermule to Llandyssil and Goitre Road. Berriew to the Addfa Efelfach to Tregynon Llangerrig to Tynycoed Llanidloes to Stedfagerrig and Tylwch. Llanidloes to Weeg, Caersws, &c. Montgomery to Garthmill Newtown and Caersws to Pontdolgock. Newtown to Camnant Bridge Newtown and Kerry to the Blue Bell. Newtown to Llanidloes Newtown to New Mills Bridge Newtown to Talurddig Rhiew Bridge to Newtown	—	—
Montgomeryshire, Second District	Montgomeryshire, Second District.	partly
Montgomeryshire, Third District	-	-
Montgomeryshire, Blackwaters and Rednall Branch.	—	—
Montgomeryshire, Fourth District	Montgomeryshire, Fourth District.	partly

TURNPIKE TRUSTS.

RETURN of TURNPIKE TRUSTS continued by the ANNUAL CONTINUANCE ACTS in the last Four Years, 1864, 1865, 1866, and 1867, giving Name of Trust and County in each case; Date of Expiry of last Local Act in each case; Amount of Interest per Cent. payable under last Local Act; Amount of Interest payable since placed in Continuance Act; Names of Trusts out of Debt; Names of Trusts where Roads wholly or partly maintained by Parishes; Amount of Debt paid off in each case since Trusts placed in Annual Continuance Act; &c.

(*Colonel William Stewart.*)

Ordered, by The House of Commons, *to be Printed,*
16 *June* 1868.

335.

Under 2 *oz.*

TURNPIKE TRUSTS.

RETURN to an Address of the Honourable The House of Commons, dated 21 May 1868;—*for*,

"RETURN, to complete the Information given in the Seventeenth Report on Turnpike Trusts, page 8, showing the Names of the One hundred and Fifty-nine TURNPIKE TRUSTS, the Local Acts affecting which were placed in the exceptional Schedule of the Act 29 & 30 Vict. c. 105; the Chapters of the several Acts, Dates of Expiry, Amount of Debt (if any) and Interest; also, distinguishing those stated to be continued under the General Provisions of the said Act, and those "Temporarily continued;" together with LIST of MEMORIALS presented since 1866 for Removal of Toll-Gates, to extinguish Expired Acts, or for Inquiry into the Conduct and Proceedings of Turnpike Trusts."

Whitehall, 16 June 1868.

JAMES FERGUSSON.

(*Mr. Clive.*)

Ordered, by The House of Commons, *to be Printed*, 23 *June* 1868.

RETURN, to complete the Information given in the Seventeenth Report on Turnpike Trusts, page showing the Names of the One hundred and Fifty-nine TURNPIKE TRUSTS, the Local Acts affecting wh were placed in the exceptional Schedule of the Act 29 & 30 Vict. c. 105; the Chapters of the several A Dates of Expiry, Amount of Debt (if any) and Interest; also, distinguishing those stated to be contin under the General Provisions of the said Act, and those "Temporarily continued;" together with LIST MEMORIALS presented since 1866 for Removal of Toll Gates, to extinguish Expired Acts, or for Inqu into the Conduct and Proceedings of Turnpike Trusts.

COUNTY.	NAME OF TRUST.	ACT.	Date of Expiry (End of Session after)	Amount of Debt and Interest (at Date of Continuance Act).				REMARK
				£.	s.	d.	per Cent.	
Northumberland	1. Ford and Lowick	5 Will. 4, c. 27	1866	4,349	–	–	5	Under New Act, 30 Vict.
Bedford	2. Biggleswade to Alconbury Hill	56 Geo. 3, c. 52	1837	-	-		–	
Berks	3. Hincksey Road	59 Geo. 3, c. 84	1840	-	-		–	
Bucks	4. Beaconsfield and Redhill	15 Vict. c. 97	1864	-	-		–	
	5. Beaconsfield and Stokenchurch	4 Geo. 4, c. 108	1844	500	–	–	4	
	6. Holyhead Road, Stockliffe District	11 Geo. 4, c. 83	1861	100	–	–	3	
Chester	7. Nantwich and Congleton, Middlewich to Congleton.	5 Will. 4, c. 28	1866	610	–	–	5	
Devon	8. Tavistock	6 Geo. 4, c. 91	1846	5,490	–	–	4	
Durham	9. Sunderland to Durham	1 & 2 Will. 4, c. 64	1862	250	–	–	5	
Gloucester	10. Bibury and Dancy's Fancy	3 Geo. 4, c. 47	1844	280	–	–	2	
	11. Bristol	59 Geo. 3, c. 95	1840	5,500	–	–	4 & 4½	
Hants	12. Ringwood, Longham, and Leigh	4 Geo. 4, c. 120	1844	-	-			
Hereford	13. Weobley	7 Geo. 4, c. 135	1847	50	–	–	5	
Herts	14. Enfield Chase	1 Will. 4, c. 60	1862	-	-		–	
Hunts	15. Stilton, &c.	7 & 8 Geo. 4, c. 60	1848	-	-		–	
Kent	16. Canterbury and Ramsgate, First District	42 Geo. 3, c. 5; 3 Geo. 4, c. 39	1844	-	-		–	
	17. Chatham and Canterbury	52 Geo. 3, c. 81	1833	225	–	–	none	
	18. Maidstone and Cranbrook	53 Geo. 3, c. 188	1834	-	-		–	
	19. Maidstone and Key Street	10 Geo. 4, c. 24	1860	-	-		–	
	20. Rochester and Maidstone	1 & 2 Geo. 4, c. 40	1842	-	-		–	
Lancaster	21. Ashton and Platt Bridge	1 Geo. 4, c. 14	1842	-	-		–	Abolished 1s vember 18
Northumberland	22. Alnmouth and Hexham, Western District.	1 & 2 Geo 4, c. 84	1842	-	-		–	
Notts	23. Leadenham and Southwell, Western District.	7 Geo. 4, c. 24	1847	-	-		–	
Salop	24. Honnington and Hilton	4 Geo. 4, c. 47	1844	395	–	–	none	
	25. Madeley	7 & 8 Geo. 4, c. 15	1848	-	-		–	
	26. Newport and Tern Hill	2 Will. 4, c. 72	1863	-	-		–	
	27. Wenlock	1 Geo. 4, c. 6	1841	-	-		–	
Stafford	28. Bilston	10 Geo. 4, c. 76	1860	-	-		–	
	29. Eccleshall, Newport, and Watling Street.	4 Geo. 4, c. 47	1844	-	-		–	
Suffolk	30. Little Yarmouth	2 Will. 4, c. 53	1863	-	-		–	
Surrey	31. Leatherhead and Stoke-next-Guildford.	3 Geo. 4, c. 97	1843	-	-		–	
Sussex	32. Alford Bars and Newbridge	1 & 2 Geo. 4, c. 35	1842	-	-		–	
	33. Cosham and Chichester	7 & 8 Geo. 4, c. 8	1848	-	-		–	
	34. Farnhurst, Midhurst, and Dell Quay.	58 Geo. 3, c. 39	1839	-	-		–	
	35. Hurstpierpoint and Cuckfield	5 Will. 4, c. 24	1866	-	-		–	
	36. Offham and Ditchelling	3 Will. 4, c. 82	1864	6,727	10	–	5	
	37. Shipley	5 Geo. 4, c. 16	1845	-	-		–	
York	38. Whitecross	7 Geo. 4, c. 126	1847	66	13	4	4½	
Chester	39. Nantwich and Congleton, Middlewich to Nantwich.	5 Will. 4, c. 28	1866	550	–	–	5	
Cornwall	40. Bodmin and Roche District	6 Will. 4, c. 62	1867	3,200	–	–	5	
	41. Creed and St. Just	7 & 8 Geo. 4, c. 73	1848	1,000	–	–	4	
	42. St. Austell and Lostwithiel	6 Will. 4, c. 62	1867	1,800	–	–	4 & 5	
	43. Trebarwith Sands	6 Geo. 4, c. 84	1846	2,324	1	11	2	
Cumberland	44. Whitehaven	9 Geo. 4, c. 10	1849	1,200	–	–	4 & 4½	Continued the genera visions of Continuan Act.
Gloucester	45. Sodbury Division	3 Geo. 4, c. 93	1843	150	–	–	4 & 5	
	46. Newent	5 Geo. 4, c. 11	1845	3,805	–	–	3¼	
	47. Newent, Aston Ingham District		1845	750	–	–	3¼	
Hants	48. Popham Lane to Winchester	4 Geo. 4, c. 120	1844	2,150	–	–	4	
	49. Romsey and Ringwood		1844	900	–	–	3	
	50. Romsey and Winchester		1844	1,250	–	–	4	
	51. Southampton, North District	4 Geo. 4, c. 15	1844	-	-		–	
	52. Winchester and Waltham		1844	1,500	–	–	1 *d.*	
	53. Stockbridge and Winchester		1844	2,350	–	–	2	
	54. Winchester and Alton, Lower District.	57 Geo. 3, c. 26	1833	300	–	–	4½	

OUNTY.	NAME OF TRUST.	ACT.	Date of Expiry (End of Session after)	Amount of Debt and Interest (at Date of Continuance Act) £. s. d.	per Cent.	REMARKS.
ford - -	55. Whitchurch and Llangarron -	5 Will. 4, c. 22	1866	1,350 – –	4½ & 5	
s - -	56. Godmanchester to Cambridge -	53 Geo. 3, c. 41	1834	260 – –	5	
- -	57. Canterbury and Ramsgate, Second District - - - -	42 Geo. 3, c. 5 3 Geo. 4, c. 39	1844	2,600 – –	2	
	58. Dover to Sandgate - - -	4 Geo. 4, c. 81	1844	2,400 – –	4	
ester - -	59. Hinckley to Narboro', through Sapcote.	5 & 6 Will. 4, c. 89	1866	5,202 10 –	5	
	60. Loughborough to Cavendish Bridge - - - - -	7 & 8 Geo. 4, c. 74 1 Will. 4, c. 67	1848	- -	–	
rd - -	61. Botley and Newland - - -	5 & 6 Will. 4, c. 103	1866	11,300 – –	5	
	62. Deddington and Kidlington -	59 Geo. 3, c. 122	1840	1,100 – –	3½	Continued under the general provisions of the Continuance Act.
ord - -	63. Newcastle-under-Lyme and Eccleshall.	4 Geo. 4, c. 47	1844	5,890 – –	3	
	64. Stone Lane End and Trentham -	6 Vict. c. 26	1864	9,632 2 8	5	
	65. Rugeley and Stone - - -	4 Will. 4, c. 28	1865	4,350 – –	5	
	66. Rugeley and Stone, Alrewas Branch - - - -		1865	3,358 – –	5	
	67. Rugeley and Stone, Filley Brook Branch - - - - -		1865	320 – –	4½	
wick - -	68. Ansley and Whitacre - -	1 Will. 4, c. 14	1862	2,600 – –	1 *d.*	
	69. Mancetter and Wolvey Heath -		1862	700 – –	4	
	70. Watling-street, Bentley-lane, &c. - - - - -	1 Will. 4, c. 14 1 Will. 4, c. 12	1862	1,809 – –	4	
ester -	71. Evesham, Bretforton Division -	3 Geo. 4, c. 69	1843	1,875 – –	5	
- -	72. Barnsley and Shepley-lane Head	8 & 9 Vict. c. 150	1866	5,466 9 –	1 *d.*	
ford - -	73. Hereford - - - - - -	5 Will. 4, c. 22	1866	4,845 – –	4½	Continued for one year.
lk -	74. Sudbury to Bury St. Edmund's -	7 Geo. 4, c. 131	1847	- -	–	
s - -	75. Devizes, consolidated - -	1 Geo. 4, c. 69	1841	700 – –	5	
- -	76. Bedford and Newport Pagnell -	54 Geo. 3, c. 124	1835	- -	–	
	77. Puddlehill - - - - -	54 Geo. 3, c. 121	1835	- -	–	
bridge -	78. Arrington - - - - -	57 Geo. 3, c. 68	1838	- -	–	
	79. Hauxton and Dunsbridge - -	9 Geo. 4, c. 36	1849	- -	–	
	80. Newmarket Heath - - -	10 Geo. 4, c. 53	1860	- -	–	
	81. Paper Mills - - - -	55 Geo. 3, c. 49	1836	- -	–	
berland -	82. Kingstown and Westlinton Bridge	7 & 8 Geo. 4, c. 51	1848	- -	–	
	83. Longtown - - - - - -	11 Geo. 4, c. 9	1861	- -	–	
k - -	84. Hockerill - - - - - -	10 Geo. 4, c. 21	1860	250 – –	5	
cester -	85. Cheltenham and Tewkesbury -	58 Geo. 3, c. 5	1839	- -	–	
	86. Maisemore - - - -	3 Will. 4, c. 55	1864	- -	–	
	87. Over - - - - - -		1864	- -	–	
	88. Northgate - - - - -	7 & 8 Geo. 4, c. 16	1848	- -	–	
	89. Stow and Moreton - - -	3 Geo. 4, c. 69 2 Will. 4, c. 16	1863	- -	–	
	90. Tewkesbury - - - - -	7 Geo. 4, c. 78	1847	- -	–	
ts - -	91. Portsmouth and Sheetbridge -	1 & 2 Geo. 4, c. 56	1842	- -	–	
	92. Southampton, South District -	4 Geo. 4, c. 15	1844	- -	–	
	93. Winchester, Upper District -	57 Geo. 3, c. 26	1838	- -	–	
ford - -	94. Leominster - - - - -	56 Geo. 3, c. 31	1837	- -	–	Temporarily continued.
- -	95. Dover to Barham Downs - -	4 Geo. 4, c. 81	1844	- -	–	
	96. Tonbridge and Maidstone - -	10 Geo. 4, c. 62	1860	- -	–	
	97. Wrotham Heath - - -	10 Geo. 4, c. 20	1860	- -	–	
	98. Wrotham and Maidstone - -	9 Geo. 4, c. 18	1849	- -	–	
ester - -	99. Bridgford Lane and Kettering, south part of Northern Division.	4 Geo. 4, c. 56	1844	1,376 – –	5	
oln - -	100. Bowen - - - - - -	4 Geo. 4, c. 111	1844	- -	–	
	101. Deeping and Morcott - -	10 Geo. 4, c. 78	1860	- -	–	
	102. Foston Bridge and Witham Common.	11 Geo. 4, c. 90	1861	- -	–	
	103. Leadenham and Southwell, Eastern District.	7 Geo. 4, c. 24	1847	- -	–	
mouth -	104. Chepstow - - - - -	3 Geo. 4, c. 2	1843	- -	–	
olk - -	105. Lynn, East Gate - - -	1 & 2 Will. 4, c. 21	1862	- -	–	
	106. Lynn and Wisbech - - -	4 Geo. 4, c. 55	1844	- -	–	
	107. New Buckenham - - -	3 Will. 4, c. 39	1864	- -	–	
	108. Norwich and Watton - -	3 Will. 4, c. 15	1864	- -	–	
	109. Thetford - - - - -	56 Geo. 3, c. 68	1837	- -	–	

COUNTY.	NAME OF TRUST.	ACT.	Date of Expiry (End of Session after)	Amount of Debt and Interest (at Date of Continuance Act). £. s. d.	per Cent.	REMARKS.
Northampton -	110. Buckingham and Hanwell, Lower Division.	2 Will. 4, c. 34	1863	- -	-	
	111. Dunchurch - - - -	7 & 8 Geo. 4, c. 54	1848	- -	-	
	112. Market Harborough and Welford	3 Geo. 4, c. 100	1843	- -	-	
	113. Warwick and Northampton -	2 Will. 4, c. 98	1863	- -	-	
Northumberland	114. Alnmouth and Hexham, Eastern District.	1 & 2 Geo. 4, c. 84	1842	- -	-	
	115. Wooler and Adderstone - -	6 Geo. 4, c. 28	1846	- -	-	
Nottingham -	116. Bingham - - - - -	1 & 2 Geo. 4, c. 30	1842	- -	-	
	117. Dunham Ferry - - - -	53 Geo. 3, c. 12	1834	- -	-	
	118. Nottingham and Kettering, Northern District.	4 Geo. 4, c. 56	1844	unknown -	-	
Oxford - -	119. Burford, Chipping Norton, Banbury, and Aynho.	2 Will. 4, c. 16	1863	- -	-	
	120. Drayton Lane and Edgehill -	3 Geo. 4, c. 90	1843	- -	-	
	121. Gosford Road - - - -	1 & 2 Geo. 4, c. 86	1842	- -	-	
Rutland - -	122. Oakham - - - - - -	57 Geo. 3, c. 46	1838	- -	-	
Stafford - -	123. Lichfield, united - - -	2 Will. 4, c. 71	1863	- -	-	
	124. Walsall, united - - -	11 Geo. 4, c. 106	1861	- -	-	
Suffolk - -	125. Bury St. Edmund's and Newmarket	3 Will. 4, c. 98	1864	- -	-	
	126. Claydon, Blakenham, Brockford, &c.	51 Geo. 3, c. 108	1846	- -	-	
	127. Ipswich to South Town, &c. -	9 Geo. 4, c. 45	1849	- -	-	
Sussex - -	128. Broil Park Gate to Battle -	1 & 2 Geo. 4, c. 27	1842	- -	-	
	129. Horsebridge and Horsham -	4 Geo. 4, c. 12	1846	- -	-	
	130. Lewes and Brighton - - -	3 Will. 4, c. 43	1864	- -	-	
	131. Midhurst and Sheetbridge -	6 Geo. 4, c. 11	1846	- -	-	
Warwick - -	132. Dunchurch and Stonebridge -	5 Geo. 4, c. 43	1845	- -	-	
	133. Great Kington and Wellesbourne	3 Will. 4, c. 41	1864	- -	-	
	134. Wellesbourne and Stratford -	3 Will. 4, c. 16	1864	- -	-	
Wilts - -	135. Corsham - - - - -	10 Geo. 4, c. 83	1860	- -	-	
	136. Fisherton, Wilton, Heytesbury, &c.	55 Geo. 3, c. 62	1836	- -	-	
Worcester -	137. Evesham, 1st District, Pershore Division.	3 Geo. 4, c. 69	1843	- -	-	Temporarily continued.
	138. Evesham, 1st District, Stonelow Division.		1843	- -	-	
York - -	139. Doncaster to Bawtry - - -	2 Will. 4, c. 20	1863	- -	-	
	140. Malton and Pickering - -	6 Geo. 4, c. 158	1846	- -	-	
	141. Tadcaster Bridge to Hob Moor-lane End.	3 Will. 4, c. 83	1864	- -	-	
	142. Wetherby and Knaresborough -	5 Geo. 4, c. 8	1845	- -	-	
	143. York and Boroughbridge - -	58 Geo. 3, c. 2	1839	- -	-	
Berks - -	144. Reading and Basingstoke - -	3 Geo. 4, c. 52	1843	200 - -	5	
Bucks - -	145. Buckingham to Hanwell, Upper Division.	2 Will. 4, c. 34	1863	300 - -	4	
Chester - -	146. Span Smithy, Booth-lane, and Winsford.	3 Geo. 4, c. 48	1845	80 - -	5	
Durham - -	147. Bowes and Sunderland Bridge -	53 Geo. 3, c. 25; 56 Geo. 3, c. 33	1834	100 - -	5	
Leicester - -	148. Burton Bridge and Market Bosworth.	1 Will. 4, c. 10	1862	50 - -	5	
	149. Melton Mowbray - - -	6 Geo. 4, c. 81	1846	200 - -	5	
Lincoln - -	150. Bridge End - - - -	6 Geo. 4, c. 53	1846	250 - -	5	
Northampton -	151. Wansford and Stamford - -	4 Geo. 4, c. 111	1844	50 - -	4	
Rutland - -	152. Nottingham and Kettering, South Division.	4 Geo. 4, c. 56	1844	30 13 9	5	
Stafford - -	153. Walton-in-Stone to Eccleshall -	6 Vict. c. 26	1864	150 - -	5	
Warwick - -	154. Birmingham and Spernal Ash -	9 Geo. 4, c. 34	1849	200 - -	4½	
	155. Coventry and Wolvey - -	53 Geo. 3, c. 6	1834	41 - 10	4	
	156. Warwick, Paddlebrook, and Stratford.	7 & 8 Geo. 4, c. 26	1849	200 - -	4½	
Wilts - -	157. Beckhampton - - - -	58 Geo. 3, c. 82	1839	200 - -	4	
	158. Chippenham - - - -	58 Geo. 3, c. 43	1839	500 - -	4	
York - -	159. Beverley and Kexby Bridge -	9 Geo. 4, c. 78	1849	100 - -	3	

LIST OF MEMORIALS, &c.

DATE.	MEMORIALISTS.	NAME OF TRUST.	REMARKS.
23 Feb. - 1867	Wolborough Local Board - - -	Totnes to Bridgetown Pomeroy -	For removal of toll-gates.
21 Mar. - „	Corporation of Worcester - - -	Worcester - - - - - -	
11 May - „	Corporation of Evesham - - -	Evesham, First District, Bretforton and Stonebow Divisions.	
16 May - „	Inhabitants of Evesham - - -	- - - ditto - - -	
19 May - 1868	Corporation of Evesham - - -	- - - ditto - - -	
1 Feb. - 1867	Inhabitants of the Parish of Westfield -	St. Leonards and Sedlescomb, Hollington and Hastings.	To extinguish expired trusts.
1 Mar. - „	Corporation of Norwich - - -	Thetford - - - - - -	
18 Mar. - „	Inhabitants of Devizes - - -	Devizes - - - - - -	
25 Mar. - „	Corporation of Brighton - - -	Lewes and Brighton - - -	
11 April - „	Public Meeting of Persons residing near to or in the habit of travelling over the road.	Warrington and Wigan - -	
1 May - „	Inhabitants of Leamington Priors -	Warwick, Paddlebrook, and Stratford	
1 May - „	Inhabitants of Stratford-upon-Avon -	- - ditto - - - -	
4 May - „	Corporation of Bury St. Edmunds -	Sudbury to Bury St. Edmunds -	
8 May - „	Inhabitants of Dunstable and neighbourhood.	Dunstable - - - - - -	
14 May - „	The Trustees - - - - - -	Windsor Forest - - - -	
30 May - „	Inhabitants of Malpas and Whitchurch	Chester and Whitchurch - -	
22 June - „	Inhabitants of St. Just and neighbourhood.	Creed and St. Just - - -	
24 June - „	Corporation of Sheffield - - -	Owler Bar, Sheffield and Ganderlane.	
27 Aug. - „	Inhabitants of Devizes - - -	Devizes - - - - - -	
4 Nov. - „	Inhabitants of Orwell - - - -	Arrington - - - - - -	
28 Nov. - „	Inhabitants of Swinton - - -	Rotherham and Swinton - -	
28 Nov. - „	Inhabitants of Rawmarsh - - -	- - ditto - - - -	
28 Nov. - „	Inhabitants of Greasborough - -	- - ditto - - - -	
27 Jan. - 1868	Inhabitants of Maidstone - - -	Ashford and Maidstone, Tonbridge and Maidstone, Wrotham and Maidstone.	
13 May - „	"The undersigned" - - - -	Beckhampton - - - -	
14 June - 1867	Traders and inhabitants of Liverpool and neighbourhood.	Liverpool, Prescot, Ashton, and Warrington.	For inquiry into conduct and proceeding of Turnpike Trusts.
14 June - „	Traders and inhabitants of Warrington and neighbourhood.	- - - ditto - - -	
14 June - „	Traders and inhabitants of Prescot, St. Helen's, and neighbourhood.	- - - ditto - - -	

TURNPIKE TRUSTS.

RETURN, to complete the Information given in the Seventeenth Report on Turnpike Trusts, page 8, showing the Names of the 159 TURNPIKE TRUSTS, the Local Acts affecting which were placed in the exceptional Schedule of the Act 29 & 30 Vict. c. 105; the Chapters of the several Acts, Dates of Expiry; Amount of Debt (if any) and Interest; also, distinguishing those stated to be continued under the General Provisions of the said Act, and those "Temporarily continued;" together with LIST of MEMORIALS since 1866 for Removal of Toll-Gates; &c.

(*Mr. Clive.*)

Ordered, by The House of Commons, *to be Printed,*
23 *June* 1868.

349.

Under 1 *oz.*

TURNPIKE TRUSTS.

RETURN to an Address of the Honourable The House of Commons, dated 27 April 1868;—*for*,

"RETURN showing—

The Names of Turnpike Trusts;

The Names of the several Parishes through which the Trust Road passes;

The Names of the Highway Districts or Divisions in which each such Parish is situated;

The Length of Trust Road within each such Parish;

The Average Annual Cost of the Maintenance of such Road in each Parish during the last Three Years;

The Average Highway Rate in the Pound for the last Three Years in each Parish;

The Rateable Value in each Parish for Highway Purposes; and,

The Additional Rate required if the Trust Road were repaired by the Parishes instead of out of the Trust Funds;

So far as the same can be made up from the Returns at present in the Possession of the Home Office."

NOTE.—It may be here stated that application was made to the Clerks of all the Turnpike Trusts in England and North Wales for the information contained in this Return, but in many cases the information was refused, and in many others it was so incomplete as to be of little use. This Return, therefore, does not show to what extent the rates of each parish would be increased were all the Turnpike Trusts discontinued, there being many instances in which portions of several roads run through the same parish, but owing to the cause above stated, no abstract showing the general result can be made.

Whitehall, 28 April 1868.

JAMES FERGUSSON.

(*Lord George Cavendish.*)

Ordered, by The House of Commons, *to be Printed*, 29 *April* 1868.

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CONTENTS—*continued.*

CONTENTS.

CONTENTS—*continued.*

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes; the Names of the Highway Districts or Divisions in which each such Parish is situated; the Length of Trust Road within each such Parish; the Average Annual Cost of the Maintenance of such Road in each Parish during the last Three Years; the Average Highway Rate in the Pound for the last Three Years in each Parish; the Rateable Value in each Parish for Highway Purposes; and, the Additional Rate required if the Trust Road were repaired by the Parishes instead of out of the Trust Funds; so far as the same can be made up from the Returns at present in the Possession of the Home Office.

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.			Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).			Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.			Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF BEDFORD:			*Ms.*	*fur.*	*yds.*	£.	*s.*	*d.*	*d.*	£.	*s.*	*d.*	*d.*	
Hitchin and Bedford		Hitchin (Herts)	1	1	66	15	7	1	9	21,727	–	–	$\frac{1}{5}$	
	Biggleswade	Holwell	0	3	66	5	2	4	2	1,218	–	–	1	
	Biggleswade	Stondon	0	0	132	–	17	–	3	604	–	–	$\frac{1}{3}$	
		Ickleford (Herts)	1	4	0	20	9	6	3	2,188	–	–	2	
	Woburn	Shillington	1	0	88	13	13	–	$1\frac{1}{4}$	7,539	–	–	$\frac{1}{2}$	
	Biggleswade	Henlow	4	4	88	63	2	7	$1\frac{1}{4}$	4,579	–	–	$3\frac{1}{4}$	
	Biggleswade	Meppershall	1	0	110	14	10	–	6	2,416	–	–	$1\frac{1}{2}$	
	Biggleswade	Shefford	0	6	88	10	4	9	$1\frac{1}{2}$	2,268	–	–	1	
	Woburn	Hawnes	1	0	88	14	10	–	4	3,630	–	–	1	
	Bedford	Cardington	4	4	44	61	8	6	$1\frac{1}{2}$	9,514	–	–	$1\frac{3}{4}$	
	Biggleswade	Southill	4	3	110	60	11	5	4	8,396	–	–	$1\frac{3}{4}$	
	Borough of	Bedford	0	5	154	9	7	8	9	9,258	–	–	$\frac{1}{4}$	
	Biggleswade	Warden	0	5	176	9	7	8	$2\frac{1}{2}$	4,000	–	–	$\frac{3}{4}$	
	Biggleswade	Northill	2	4	22	34	2	6	4	5,507	–	–	$1\frac{1}{2}$	
	Biggleswade	Clifton	3	2	88	44	7	3	2	3,511	–	–	3	
	Biggleswade	Arlsey	0	3	0	5	2	4	3	8,413	–	–	$\frac{1}{8}$	
			28	2	0									
COUNTY OF BERKS:														
Chilton		Sutton Wick	1	4	4	55	–	–	2	3,127	–	–	$1\frac{1}{2}$	
	Abingdon Highway District	Drayton	1	1	50	51	16	3	3	3,425	–	–	3	
		Steventon	1	0	24	77	–	–	4	6,732	–	–	2	
		Milton	1	0	53	44	–	–	8	3,760	–	–	2	
	Wantage Highway District	Harwell	1	2	44	55	–	–	$2\frac{1}{4}$	5,808	–	–	3	
	Abingdon Highway District	Sutton Courtney	0	5	5	20	–	–	8	5,396	–	–	$\frac{1}{2}$	
	East Ilsley Highway District	Chilton	0	3	26	16	–	–	10	2,063	–	–	2	
Fyfield	Board of Surveyors of the Parish of St. Helen, Abingdon, within and without the Borough.	St. Helen-without-the-Borough of Abingdon.	1	6	66	53	5	8	6	17,106	–	–	2	
	Abingdon Highway District	Marcham	1	2	88	21	15	7	8	4,158	–	–	2	
		The Hamlet of Frilford, in the Parish of Marcham.	0	3	132	9	18	11	1 *s.*	1,699	–	–	3	
		Tubney	1	0	11	12	5	7	8	1,066	–	–	4	
		Fyfield	0	2	88	12	6	6	10	2,430	–	–	1	

									1 s. 6 d.
	Faringdon - - -	Faringdon - -	3 5 144	212 – –	11½	15,637 – –	6½
		Buckland - -	2 1 201	99 – –	8	6,928 – –	6¼
		Pusey - - -	0 5 2	30 – –	7½	1,294 – –	9
		Hinton - - -	1 2 0	61 – –	1 s.	2,794 – –	7
		Longworth - -	0 7 12	43 – –	9¼	3,476 – –	5
	Abingdon - - - -	Southmoor - -	0 3 172	21 – –	1 s. 1 d.	1,490 – –	5½
		Kingston Bagpuze -	2 3 207	93 – –	8½	1,766 – –	2 s. 2 d.
		Fyfield - - -	0 5 141	26 – –	11¼	2,430 – –	6¼
Reading and Basingstoke -	Reading Local Board of Health.	St. Giles, Reading -	0 5 19	17 8 4	- -	- -	- -
	Reading District - -	Hamlet of Whitley -	3 6 153	171 5 –	4	6,460 5 –	2½
	Wokingham District - -	Shinfield - - -	1 2 44	75 – –	4	7,623 5 5	2
		Swallowfield - -	2 3 170	101 10 –	3	3,462 18 –	2
	Hartley Wintney District -	Heckfield - -	2 1 198	90 15 –	3½	3,752 7 6	2½
	Old Basing District - -	Stratfield Turgis -	1 5 0	65 3 –	2½	1,478 14 –	1½
		Hartley Wespall -	0 4 93	21 9 –	6½	1,946 17 4	2½
		Sherfield-upon-Loddon	2 2 110	113 3 4	4½	3,060 11 –	2
		Basing - - -	1 0 198	54 15 5	4	8,853 12 7	2
		West Sherborne -	1 0 93	56 18 8	4	4,456 15 –	2
		Basingstoke - -	0 5 14	34 6 3	3	19,351 5 –	1
			17 5 212	801 14 –			
COUNTY OF CAMBRIDGE:							
Wimpole and Potton - -	District of Biggleswade -	Potton - - -	1 4 0	42 – –	8 (a)	6,062 2 2	1¾
		Wrestlingworth -	2 4 0	70 – –	6½	2,221 6 10	7¾
		Tadlow - - -	1 0 0	32 – –	6	1,395 16 3	5½
		Croydon - - -	2 2 0	72 – –	8	2,866 – –	6
		Arrington - -	0 6 0	24 – –	6	1,500 2 3	4
COUNTY OF CHESTER:							
Cranage and Warrington and Macclesfield and Nether Tabley (United).	- - - - - -	Bexton - - -	0 3 0	16 15 3	4	1,315 – –	3
		Bollington - -	0 2 0	11 3 6	2½	1,638 – –	1¾
		Dunham Massey -	1 2 0	55 17 7	7¼	13,952 – –	1
		High Legh - -	2 5 110	120 3 –	6¾	8,918 – –	3¼
		Knutsford, Superior -	1 0 0	44 14 2	1½	1,979 – –	5½
		Knutsford, Inferior -	1 2 150	59 13 10	6¼	7,693 – –	2
		Marthall - - -	1 2 0	55 17 7	5	2,763 – –	5
	Highway District of the East Division of the Hundred of Bucklow - -	Mere - - -	5 2 160	238 15 7	5½	4,812 – –	1 s.
		Millington - -	0 5 110	30 14 8	4¾	1,808 – –	4¼
		Ollerton - - -	1 4 0	67 1 3	7	2,240 – –	7¼
		Peover, Superior -	1 5 160	76 14 2	6¾	5,947 – –	3¼
		Plumley - - -	0 6 50	34 16 –	8	3,093 – –	2¾
		Rosthorne - -	0 7 110	41 18 2	8¼	2,674 – –	4
		Tabley, Superior -	3 6 0	167 13 –	4½	5,211 – –	7¾
		Tabley, Inferior -	1 4 110	69 17 2	2¼	1,831 – –	9¼
		Thelwall - - -	0 5 0	27 18 9	6½	3,453 – –	2
		Toft - - -	1 4 0	67 1 3	2¾	2,260 – –	7¼
		Wincham - -	1 6 110	81 – 7	7¾	3,680 – –	5½

The Highways of the Borough of Reading, comprising three parishes, are managed by the Local Board of Health, and the expense thereof paid out of a General District Rate.

(a) Not a fair average on account of law expenses.

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF CHESTER—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Cranage and Warrington, &c.—*continued.*	- - - - -	Altrincham - -	0 3 0	16 15 2	4¼	24,552 – –	½	
	Local Boards under Local Government Act.	Bowdon - - -	0 3 0	16 15 2	5	16,710 – –	¼	
		Lymm - - -	0 7 0	39 2 4	5	19,400 – –	½	
		Northwich - -	0 4 0	22 7 –	¼	4,159 – –	1¼	
	Highway District of the Daresbury Division of the Hundred of Bucklow.	Grappenhall - -	1 2 110	58 13 6	4½	5,102 – –	2¾	
		Latchford - -	0 2 0	11 3 6	11¾	2,228 – –	1¼	
	Highway District of the Prestbury Division of the Hundred of Macclesfield -	Alderley - - -	1 4 0	67 1 3	3	6,044 – –	2½	
		Birtles - - -	0 6 0	33 10 6	3½	990 – –	8	
		Chelford - - -	1 2 0	55 17 7	1¾	3,363 – –	4	
		Henbury - - -	1 4 0	67 1 3	4½	4,157 – –	4	
	Highway District of the Hundred of Northwich.	Allostock - - -	1 6 170	82 11 –	- -	- -	- -	The clerk has not been able to obtain returns as to highways relating to these two townships.
		Cranage - - -	1 1 110	53 1 10	- -	- -	- -	
			40 0 140	1,791 15 7	- -	161,972 – –	–	
Macclesfield and Congleton	Highway District of Prestbury Division in the Hundred of Macclesfield, in the County of Chester.	Gawsworth - -	4 0 0	192 – –	3¼	9,000 – –	5	
		North Rode - -	1 0 0	48 – –	3	3,518 – –	3½	
		Eaton - - -	1 6 0	84 – –	3	3,157 – –	6½	
Macclesfield District of the Sandon.	- - - - -	Norbury Township -	0 6 66	49 18 –	3¼	4,175 8 11	2¾	
	Macclesfield District; Highway District of the Stockport and Hyde Division.	Poynton - - -	1 6 140	100 10 5	3	7,868 – –	3	
		Adlington - -	1 6 54	98 2 9	7	8,252 – –	3	
		Butley - - -	1 3 140	82 8 –	8	4,556 – –	4½	
		Titherington - -	1 2 180	77 4 9	2	5,150 – –	3¾	
		Sutton - - -	1 3 60	80 1 9	7½	10,280 – –	2	
		Gawsworth - -	1 1 80	37 18 –	4	9,453 – –	1	
		Bosley - - -	3 0 260	101 18 6	2	4,583 – –	5	
Manchester and Wilmslow -	- - - - -	Withington - -	2 0 0	700 – –	3	19,962 10 –	8⅜	
	Stockport and Hyde Division of Highways.	Didsbury - - -	2 4 0	625 – –	4⅜	16,677 13 7	9¾	
		Northendon - -	0 4 0	50 – –	1*s.* 4*d.*	5,100 – –	2	
		Cheade Bulkeley and Cheadle Mosley -	2 4 0	450 – –	6	12,703 – –	4	
					9	9,655 – –	4	
		Stockport Etchells -	1 0 0	100 – –	8	5,096 – –	6	
		Handforth-cum-Busden	1 0 0	100 – –	2	8,244 – –	2	
	Prestbury Division of High-	Bollin Fee - -	1 0 0	100 – –	9	10,392 – –	2¼	

and Wilmslow.	District of the Hundred of Northwich	Tetton	1	6	88	58	5	–	4¼	2,600	5	3	5½		
		Newton	1	3	176	47	14	9	2½	6,189	14	–	1¾		
		Middlewich	0	3	33	12	14	10	3¾	2,294	13	–	1¼		
		Stanthorne	2	0	0	64	14	6	4½	2,604	15	–	5¾		
		Bostock	1	7	44	61	9	9	4¾	2,295	10	–	6½		
		Davenham	0	7	154	31	3	–	3½	2,128	1	–	3½		
		Leftwich	1	5	130	54	19	7	1½	6,788	13	–	2		
		Clive	0	2	22	8	10	–	3½	1,480	12	–	1½		
		Wharton	1	0	200	36	–	6	7¼	13,348	11	–	½		
Stockport and Ashton	Stockport Highway District	Godley Township	0	1	174	15	–	–	2	5,825	–	–	¾		
		Hattersley Township	1	3	113	60	–	–	2½	2,280	–	–	6		
		Mottrane Township	0	4	55	10	–	–	1¾	8,657	–	–	¼		
		Werneth Township	0	7	13	75	–	–	2	12,287	–	–	1½		
		Hyde Township	0	4	201	30	–	–	–	40,252	3	8	¼	Under Local Board.	
		Bredbury Township	3	7	20	260	–	–	–	14,703	1	8	4½	- - ditto.	
		Brinnington Township	1	0	217	80	–	–	–	15,754	6	6	1¼	- - ditto.	
		Andenshaw Township	0	6	92	90	–	–	2	11,324	5	–	2		
		Denton Township	0	6	83	120	–	–	–	9,646	15	5	3	- - ditto.	
		Haughton Township	1	1	168	160	–	–	2	9,895	10	–	4		
		Hazlehurst Township	1	2	24	130	–	–	2½	929	12	–	2*s.* 9½ *d.*		
		Lazley Township	0	0	198	15	–	–	10	1,494	–	–	2½		
		Mossley Township	0	4	108	30	–	–	–						
		Lower Division of Quick Mere.	2	5	206	100	–	–	–	20,244	5	–	1½	Under Local Board.	
		Middle Division of Quick Mere.	0	2	149	6	–	–	–						
		Shaw Mere	0	1	179	20	–	–	8½	4,256	–	–	1¼		
COUNTY OF CORNWALL:															
Hayle and Redruth	Redruth Highway Board	Redruth	0	4	44	37	3	–	6	24,000	–	–	⅜		
	Illogan Highway Board	Illogan	1	5	41	104	4	–	10	20,520	10	10	9/16		
	Camborne Board of Highways	Camborne	3	0	214	192	15	–	10	27,887	17	8	1⅝		
		Gwinear	0	6	176	49	10	–	1⅝	6,283	3	2	9/16		
		Gwithian	1	0	50	69	18	–	7½	1,862	–	–	9		
	Hayle Board of Health and Highways.	Phillack	2	1	76	136	10	–	8¼	7,800	–	–	4⅛		
COUNTY OF CUMBERLAND:															
Alston	Alston Highway District	Alston	19	6	187	368	11	4	5	9,323	5	–	9½		
		Garragill	7	4	0	84	9	4	6	3,371	15	–	6		
	Leath Ward Highway District	Glassonby	1	2	0	28	7	6	4	2,060	–	–	3¼		
		Gamblesby	3	4	0	49	7	10	3½	2,185	–	–	5¼		
		Kirkoswald	1	2	22	22	14	4	8	1,220	–	–	4¼		
		Melsnerby	2	4	88	32	4	8	2½	2,870	–	–	2½		
		Ousby	0	6	0	3	11	5	2½	2,781	–	–	¼		
		Hunsonby and Winskill	1	4	0	25	8	8	4½	1,822	–	–	3¼		
		Longwathby	1	1	66	23	6	7	3¾	2,840	–	–	2		
		Edenhall	2	5	0	52	11	4	2¾	3,030	–	–	4		
	Penrith Local Board of Health	Carleton	0	7	110	24	11	6	4¼	1,047	4	–	5½		

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF CUMBERLAND—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Alston—*continued*	Hexham Highway District	Dean Row	1 6 0	24 4 –	3¼	2,263 – –	2½	
		Langley	6 0 0	192 10 9	4	2,510 – –	1 *s.* 6¼ *d.*	
		Haydon Bridge, South	0 2 0	6 7 2	3½	920 – –	1½	
		Elrington	0 5 10	9 7 2	5	1,331 – –	1½	
		Hexham, West Quarter	1 6 0	12 16 2	3	2,130 – –	1½	
		Warden	1 6 0	18 16 10	1½	1,896 – –	2¼	
		Fourstones	1 4 0	31 14 1	3	2,527 – –	3	
	Hexham Local Board of Health.	Hexham Township	3 4 0	28 16 –	6	15,611 9 –	½	
	Haltwhistle Highway District	Whitfield	7 7 154	160 16 –	6½	4,689 – –	8¼	
		Kirkhaugh	2 1 0	18 12 4	3	1,894 – –	2¼	
		Knarsdale	3 5 0	26 11 –	3¼	3,897 – –	1¾	
		Lambley	1 5 176	15 6 6	2½	1,539 – –	2¼	
		Hartley Burn	1 5 154	6 4 8	5½	1,221 – –	1¼	
	Brampton Highway District	Forest-in-Midgeholme	0 3 0	- nil -	- -	- -	- -	No surveyor has ever hitherto been appointed, or rate made for this township.
		Banks-in-Lanercost	1 3 0	- nil -	4	1,658 1 10	—	
		Farlam	3 2 0	19 11 7	4	3,282 11 –	1½	
	Weardale Highway District	Forest-in-Weardale	4 2 0	- -	5	17,471 – –	- -	Owing to litigation with this township, the expenditure by the Road Trustees was in a great measure suspended for some time.
	Barnard Castle Highway District	Forest and Frith, Teesdale.	9 4 0	75 19 3	1 *s.* 1½ *d.*	1,642 – –	11	
		Newbiggen	2 5 110	25 18 9	8¼	1,399 – –	4½	
		Middleton	1 0 110	20 4 –	4½	5,482 – –	1	
Brampton and Longtown	Brampton	Brampton	1 5 126	19 8 5	4½	4,959 14 8	1	
		Irthington	2 3 158	26 8 2	3½	2,574 16 8	2½	
	Longtown	Arthuret	2 5 94	28 6 11	1	8,252 5 –	1	
		Kirklinton	2 4 119	27 6 10	6	3,240 6 5	2	
		Scaleby	1 3 142	17 4 8	2	1,727 7 11	2½	
Brougham Bridge	Penrith Local Board of Health, county of Cumberland.	Penrith Parish	0 4 150	12 1 7½	4¼	34,843 8 9	⅛	
	Penrith Local Board of Health, county of Cumberland.	Carlton Township	0 5 178	13 11 7½	4¼	1,322 16 1	2½	

Carlisle and Brampton		Rickergate Township	0 7 95	25 5 –	- -	11,942 – –	0·500	The roads in this township, except the turnpike roads, are repaired by the Local Board of Health of the City of Carlisle.
		Botcherby Township	0 2 155	8 2 –	2	1,741 – –	1·116	
		Scotby Township	1 1 110	30 5 –	3½	3,724 12 8	1·949	
		Aglionby Township	0 4 154	15 – –	2½	700 – –	5·143	
		Warwick Township	1 1 6	29 3 –	1½	1,668 – –	4·194	
		Warwick Bridge and Great Corby Township.	0 4 80	13 18 –	5	4,896 – –	0·681	
	Brampton	Little Corby Township	0 5 160	14 7 –	5	645 14 –	5·333	
		Hayton Township	2 2 160	46 18 –	4	3,320 17 –	3·389	
		Brampton Township	1 1 180	24 9 8	4½	9,088 12 –	0·646	
			9 0 0	207 7 8				
Carlisle and Eamont Bridge, Northern Division.		Botchergate Township	0 3 170	33 3 3	- -	24,911 17 11	0·319	The roads in this township, except the turnpike road, are repaired by the Local Board of Health of the City of Carlisle.
		Harraby Township	0 7 80	58 – –	2	1,149 13 5	12·108	
		Carleton Township	3 4 0	154 4 8	6	1,670 – –	22·160	
	Penrith	Petteril Crooks Township.	1 6 119	18 – –	2¾	6,711 – –	0·643	
		Low Hesket Township	0 6 215	8 10 –	4	868 – –	2·350	
		High Hesket Township	1 2 12	12 10 –	3¼	2,405 – –	1·247	
			8 6 156	284 7 11				
Carlisle and Temon		Rickergate Township	0 0 90	2 17 1	- -	11,942 – –	0·057	The roads in this township, except the turnpike roads, are repaired by the Local Board of Health of the City of Carlisle.
		Carlisle County Bridges	0 2 100	- -	- -	- -	- -	Road repaired by the County of Cumberland.
		Stanwix Township	0 4 106	4 – –	4	4,399 19 6	0·218	
		Rickerby Township	0 3 0	3 – –	- -	1,386 11 –	0·519	No Highway Rate levied in this township, the road being repaired by G. H. Head, Esq., Rickerby House.
		Tarraby Township	0 7 0	7 – –	4	815 11 2	2·060	
		Linstock Township	0 7 130	6 10 –	1	1,627 – –	0·955	
		Crosby, High and Low Township.	2 0 0	14 – –	2	2,424 16 4	1·385	
		Walby Township	0 1 50	– 18 –	2	732 1 6	0·295	
	Brampton	Newby Township	1 0 200	4 10 –	2	837 10 –	1·290	
		Irthington Township	0 4 200	2 10 –	3	1,427 5 –	0·420	
		Brampton Township			4½	9,088 12 –		
		Easby Township	5 1 50	37 2 –	4½	1,318 14 6	0·645	
		Naworth Township			4½	3,387 7 –		
		Nether Denton Parish	2 6 200	7 6 –	1¼	4,018 14 1	0·436	
		Upper Denton Parish	0 1 194	– 12 –	1	2,180 13 –	0·066	
			15 2 0	90 5 1				

RETURN showing the Names of Turnpike Trusts; the Name of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF CUMBERLAND—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Kingstown and Westlinton Bridge.	- - - - - -	Kingmoor Extra-parochial Hamlet.	0 6 0	17 16 3	- -	1,472 1 2	2·904	No Highway Rate is levied in this hamlet.
		Rockliff Parish -	0 4 160	14 7 2	3	3,437 15 7	1·000	
	Longtown - - - -	Westlinton Township	1 6 60	35 9 –	3½	3,671 1 1	2·317	
			3 1 0	67 12 5				
COUNTY OF DERBY:								
Chesterfield, Newbold, and Dunstone.	- - - - -	Whittington - -	0 1 110	5 18 6	10	10,396 19 –	⅛	
	Not in any Highway Division or District - -	Newbold and Dunstone	4 1 85½	161 4 –	- * -	13,087 6 –	3	* Surveyor refuses to give information.
		Brampton - -	3 3 135½	147 17 –	5¼	15,516 5 –	2¼	
		Barlow - - -	0 1 168	15 2 –	8¼	4,636 18 –	¾	
			8 0 59	330 1 6				
Glossop and Marple Bridge	- - - - - -	Glossop - - -	1 0 80	40 9 11	4	15,133 18 4	¾	The Highway Rates in the several townships through which this trust road passes were lessened considerably during the three years for which the return of average cost is herein made by the expenditure of money obtained from the "Cotton Districts Relief Fund."
		Whitfield - -	1 7 190	42 16 8	7	10,709 3 6	1	
		Dinting - - -	1 2 105	65 12 10	1	4,155 – 9	3¾	
		Simmondley - -	0 5 7	32 1 6	3	1,603 15 10	5	
		Charlesworth - -	0 7 30	68 4 –	2	4,125 15 2	4	
		Chisworth - -	0 7 56	44 8 2	6	1,239 1 6	8	
		Ludworth - -	3 1 120	83 19 1	4	3,369 2 7	6	
		Hadfield - - -	1 2 80	55 8 5	6	4,965 14 6	2¾	
		Padfield - - -	1 2 40	1 18 4	2	8,780 13 2	- -	
			12 4 48					
Owler Bar (*a*) - - -	In the Borough of Sheffield -	Ecclesall Bierlow, in the County of York.	3 1 189	410 14 7	1 *s.* 6 *d.*	106,864 17 –	⅞	The rate of 1 *s.* 6 *d.* here given includes the bridge, police, and other local rates, except the poor rate. There are several other turnpike roads in this township.
	These Townships are in the County of Derby, and not in any Highway Division or District - - -	Dore - - -	0 6 55	69 13 8	10	2,915 7 8	5¾	There is another turnpike road in this township.
		Holmesfield - -	7 1 199	578 15 –	7	3,075 7 –	3 *s.* 9 3/16 *d.*	A large parish of very low value.
		Dronfield Woodhouse	1 0 55	94 2 2	7½	2,020 – –	11¼	There is another turnpike road in this township.

	These Townships are in the County of Derby, and not in any Highway Division or District - - -	Stubley - - -	0	0	200	6 6 6	11	1,327 – –	$1\frac{1}{8}$	There is another turnpike road in this township.
		Unstone - - -	0	3	40	22 15 3	- -	- -	- -	Surveyor refuses to give any information.
		Norton - - -	4	4	0	271 4 5	$7\frac{1}{2}$	9,922 3 4	$6\frac{9}{16}$	There is another turnpike road.
		Eckington - -	0	0	195	6 14 –	5	22,213 15 –	$\frac{1}{8}$	There are other turnpike roads in this township.
		Baslow - - -	1	6	77	70 5 4	$4\frac{1}{4}$	2,423 15 –	7	There is another turnpike road in this township.
		Calver - - -	0	1	120	18 8 3	$1\frac{1}{2}$	1,609 7 –	$2\frac{3}{4}$	Ditto - - ditto.
		Curbar - - -	0	4	55	28 12 1	$5\frac{1}{2}$	730 – –	$9\frac{1}{2}$	Ditto - - ditto.
		Froggatt - -	1	1	50	74 5 –	$3\frac{1}{2}$	304 18 3	4 *s.* 11 *d.*	Coal, stone, and lime are the principal articles of traffic here. There is another turnpike road in this township.
		Nether Padley -	0	3	55	21 1 4	No return	257 14 –	1 *s.* 8 *d.*	There is another turnpike road in this township.
		Hathersage - -	2	0	0	135 18 8	$6\frac{1}{2}$	2,895 11 1	$11\frac{1}{4}$	Ditto - - ditto.
		Totley - - -	1	6	186	135 17 4	10	1,666 14 2	1 *s.* 8 *d.*	
		Beaucheif - -	0	7	6	31 16 7	No return	853 6 –	9	
			26	4	0	1,986 10 2				
Sheffield and Chapel-en-le-Frith.	- - - - - -	Ecclesall - -	3	5	71	394 8 9	10	106,864 17 –	1	
		Dore - - -	3	3	17	230 4 3	10	2,947 15 –	1 *s.* 6 *d.*	
		Hathersage - -	5	4	209	182 5 1	9	2,904 10 –	1 *s.* 4 *d.*	
		Outseats - - -	1	2	0	35 5 1	7	1,838 18 9	$4\frac{1}{2}$	
		Bamford - - -	0	3	89	12 5 1	10	1,594 16 3	$1\frac{3}{4}$	
		Thornhill - -	0	6	66	20 2 6	6	737 19 11	$6\frac{3}{4}$	
		Aston - - -	0	5	198	15 6 8	5	604 14 6	$6\frac{1}{4}$	
		Hope - - -	1	3	176	33 8 5	5	2,800 – –	3	
	There are no Highway Districts in this neighbourhood	Castleton - -	3	4	14	78 10 9	2	3,116 – –	6	
		Peak Forest - -	3	1	112	46 9 6	1	4,742 13 –	$2\frac{1}{2}$	
		Bowden Edge - -	2	4	33	50 1 6	4	4,800 – –	$2\frac{1}{2}$	
		Great Hucklow -	1	1	77	14 11 7	$7\frac{1}{2}$	1,362 17 –	$2\frac{1}{2}$	
		Grindlow - -	0	3	100	10 – –	- nil -	357 7 –	$6\frac{3}{4}$	No Highways in this parish.
		Foolow - - -	0	3	165	12 5 4	$3\frac{1}{2}$	1,060 4 8	$2\frac{3}{4}$	
		Eyam - - -	2	5	44	70 7 2	4	3,550 8 2	$4\frac{3}{4}$	
		Stoke - - -	1	0	145	20 2 1	$2\frac{1}{2}$	559 16 –	$8\frac{1}{4}$	
		Nether Padley -	0	3	132	15 18 4	- nil -	157 14 –	$2\frac{1}{4}$	Ditto - - ditto.
		Eyam Woodlands -	2	1	213	53 7 6	$3\frac{1}{2}$	1,045 11 –	1 *s.* $\frac{1}{2}$ *d.*	
		Highlow - -	0	0	110	2 – –	1 *s.* 2 *d.*	235 13 4	$\frac{1}{4}$	

(*a*) These returns have been very carefully prepared. The traffic over this road is great, not only in coal and lime, but also in passengers, the rent received from the lessees being 2,600 *l.* a year; it is the road from Sheffield to Batlow and Chatsworth, the principal goal for Sheffield holiday folks; it is the road which the late Sir Joseph Paxton, M.P., in his evidence before the Committee of the House of Commons in the year 1864, said was the only road he knew where it would be a great injustice and hardship to throw the turnpike roads on the townships, as is shown in the cases of Holmesfield and Froggatt, where the rate would be increased by 3 *s.* 9 $\frac{1}{4}$ *d.* in one case, and 4 *s.* 11 *d.* in the other, for these roads alone, there being other turnpike roads through Froggatt besides this road.

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COUNTY OF DEVON:			*Ms. fur. yds.*	£. *s.* *d.*	*d.*	£. *s.* *d.*	*d.*	
Braunton and Ilfracombe -	Barnstaple District - -	Braunton - -	2 3 8	19 – –	5¾	10,631 15 –	½	
	Barnstaple District - -	West Down - -	5 5 5	43 10 –	4	4,290 – –	2½	
	Under the Local Government Act.	Ilfracombe - -	2 3 8	24 – –	6	5,835 – –	1	
Great Torrington - -	- - - - - -	Alverdiscott - T.	0 6 55	3 2 2	9	1,744 – –	½	The parishes marked T. contain roads which belong to other Turnpike Trusts.
		Beaford - - -	4 2 99	53 4 2	4¼	2,224 – –	5¾	
		Dolton - - -	0 0 110	– 14 –	7¾	2,949 – –	–	
		Frithelstock - T.	5 0 110	25 11 10	6	3,021 – –	2	
		Highbickington T.	3 0 0	18 8 9	9¼	3,082 – –	1½	
		Huntshaw - T.	4 6 165	39 9 5	8½	1,260 – –	7½	
		Little Torrington -	5 1 137	57 2 7	6¾	2,867 – –	4¾	
		Peter's Marland -	1 5 0	16 15 5	9¼	1,405 – –	2¾	
		Petrockstow - -	3 3 110	20 14 2	5¼	2,995 – –	1¾	
		Roborough - -	1 3 132	5 6 7	4¾	2,415 – –	¾	
		Saint Giles - -	9 0 44	55 4 9	7¼	3,253 – –	4	
		Tarnscombe - -	3 0 33	17 7 7	9½	2,092 – –	2	
	Not in a Highway District -	Great Torrington Borough. T.	8 0 176	83 8 7	5¼	6,925 – –	3	
	Chulmleigh - - -	Ashreigney - -	1 6 11	16 13 7	11¾	3,420 – –	1¼	
		Burrington - T.	0 2 11	3 1 7	7¾	4,131 – –	–	
		Coleridge - T.	3 0 0	37 3 9	6½	3,161 – –	2¾	
		Lapford - - T.	0 1 98	4 13 3	9	3,732 – –	¼	
		Winkleigh - T.	6 2 77	68 13 7	7½	5,519 – –	3	
	Hatherleigh - - -	Meeth - - -	1 3 55	8 13 10	6	1,647 – –	1¼	
		Hatherleigh - -	1 0 132	11 18 9	1*s.* ¼*d.*	4,623 – –	¾	
	Bideford - - - -	Monkleigh - T.	2 2 165	21 4 10	5	2,087 – –	2½	
	Barnstaple - - -	Atherington - T.	2 6 0	15 5 9	4¼	3,032 – –	1¼	
	Crediton - - - -	Down, Saint Mary, T.	1 1 110	19 6 9	1*s.* 3¾*d.*	2,505 – –	1¾	
		Zeal Monachorum -	0 6 0	10 12 10	6⅓	3,827 – –	¾	
			70 7 170	614 8 6	- -	73,916 – –		

		Blackawton - -	4	0	32	68	13	11	$\frac{35}{64}$	6,539	–	–	$1\frac{191}{192}$		
		Buckland-tout-Saints	0	3	21	6	17	4	$\frac{17}{30}$	727	–	–	$1\frac{41}{60}$		
		Charleton - -	4	2	6	60	3	6	$1\frac{1}{8}$	3,599	–	–	$2\frac{7}{8}$		
		Churchstow - -	3	0	20	37	18	5	$\frac{13}{32}$	3,131	–	–	$2\frac{1}{2}$		
		Dodbrooke - -	2	2	8	70	15	4	$2\frac{5}{12}$	2,890	–	–	$3\frac{1}{2}$		
		East Allington -	1	7	6	20	5	11	$\frac{1}{12}$	3,774	–	–	$1\frac{1}{3}$		
Kingsbridge and Dartmouth	Kingsbridge Highway District - - - -	Kingsbridge - -	0	1	39	4	2	4	$\frac{1}{14}$	3,954	–	–	$\frac{1}{6}$		
		Loddiswell - -	3	6	16	38	3	7	$\frac{1}{5}$	4,179	–	–	2		
		Malborough - -	2	7	4	45	–	1	$\frac{11}{30}$	8,061	–	–	$\frac{49}{50}$		
		Stokefleming - -	4	7	3	61	9	4	$\frac{2}{3}$	5,147	–	–	$2\frac{1}{4}$		
		Stokenham - -	3	6	12	59	14	10	$\frac{11}{15}$	7,840	–	–	$1\frac{1}{11}$		
		Sherford - - -	0	5	20	10	17	9	$\frac{3}{8}$	3,297	–	–	$\frac{4}{9}$		
		Slapton - - -	0	7	22	8	7	2	nil	4,296	–	–	$\frac{1}{2}$		
		West Alvington -	7	1	28	129	1	1	$1\frac{1}{4}$	6,436	–	–	$3\frac{17}{30}$		
		Woodleigh - -	0	2	24	3	13	7	$\frac{1}{8}$	2,256	–	–	$\frac{1}{4}$		
	Totnes Highway District -	Cornworthy - -	0	1	22	1	9	–	nil	3,511	–	–	$\frac{1}{10}$		
		Diptford - - -	0	1	24	1	5	5	nil	4,843	–	–	$\frac{1}{10}$		
		Halwell - - -	3	2	6	27	8	8	$\frac{1}{9}$	3,233	–	–	$1\frac{7}{8}$		
		Morley - - -	2	4	23	19	15	11	nil	1,116	–	–	$4\frac{1}{4}$		
		North Huish - -	1	7	2	12	13	3	nil	4,000	–	–	$\frac{3}{4}$		
	Ermington and Plympton Highway District - -	Aveton Gifford - -	2	6	12	41	19	11	$\frac{13}{25}$	5,380	–	–	$1\frac{1}{3}$		
		Modbury - -	6	0	12	71	1	3	$\frac{1}{7}$	10,946	–	–	$1\frac{16}{39}$		
		Ugborough - -	2	0	21	34	3	2	$\frac{21}{80}$	10,002	–	–	$\frac{17}{30}$		
	Dartmouth Local Board -	Townstall - -	3	4	34	50	17	10	$\frac{2}{3}$	4,404	–	–	$2\frac{1}{12}$		
			63	3	17	885	18	7		113,561	–	–			
		Plymstock - -	2	1	$93\frac{1}{2}$	70	3	10	4	10,186	–	–	$1\frac{3}{4}$	A quarry is rented by the trustees for repairing the road in Plymstock parish; if, instead of this, they were obliged to pay for the stones per yard, the costs of repair would be much increased.	
		Brixton - - -	1	6	77	49	11	4	$6\frac{1}{2}$	4,972	–	–	$2\frac{1}{2}$	The stones are paid for per cubic yard in this and the following parishes, excepting Ugborough.	
Modbury - - - -	Ermington and Plympton -	Yealmpton - -	3	3	0	56	2	$7\frac{1}{2}$	$4\frac{1}{2}$	6,380	–	–	$2\frac{1}{4}$	209 yards of the road in Yealmpton parish are repaired by the county, being the approaches to Yealm Bridge over the river Yealm.	
		Holbeton - - -	0	7	55	16	–	9	$6\frac{3}{4}$	6,214	–	–	$\frac{3}{4}$		
		Ermington - -	2	7	143	22	13	8	$4\frac{3}{4}$	8,967	–	–	$\frac{3}{4}$	2 furlongs $93\frac{1}{2}$ yards of the road in Ermington parish are repaired by the county, being the approaches to Erme Bridge and Sakers Bridge over the river Erme.	
		Ugborough - -	2	6	132	11	1	6	$5\frac{1}{4}$	10,002	–	–	$\frac{1}{2}$	The stones are taken from a quarry belonging to the trustees in Ugborough parish.	
		Modbury - - -	2	1	66	55	10	11	4	10,946	–	–	$1\frac{1}{4}$		

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF DEVON—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Newton Bushell	Newton Abbott Highway Board	Highweek	4 2 35	51 6 6½	5¼	7,731 – –	1¾	
		Bovey Tracy	5 3 24	64 3 4½	7½	7,693 – –	1¾	
		Teignrace	1 4 26	18 12 4	6	2,104 – –	2	
		Hennock	1 4 21	18 8 8	5¼	3,806 – –	1	
		Kingsteignton	0 1 23	2 6 4	3¼	7,246 – –	—	
	Ashburton Highway Board	Ilsington	1 1 20	13 19 7	6¾	5,918 – –	½	
		Bickington	1 – 14	12 5 8½	5¾	2,181 – –	1¼	
		Ashburton	0 2 25	3 17 3	6	10,779 – –	—	
	Crockernwell Highway Board	Lustleigh	0 5 27	7 2 6¾	4½	1,951 – –	1	
		Moretonhampstead	4 2 38	43 17 10	4¾	7,194 – –	1½	
		Chagford	1 5 17	16 17 2½	5	6,031 – –	¾	
		Drewsteignton	2 4 10	25 8 7½	4¼	6,115 – –	1	
		Southlawton	0 4 38	6 4 3¾	9¼	6,321 – –	¼	
		Throwleigh	0 0 15	– 9 5	7¼	1,960 – –	—	
			25 5 13					
Plymouth, Eastern		Charles the Martyr, Plymouth.	1 0 0	– –	– –	– –	– –	Within the borough of Plymouth, and not repaired by the trust.
	Roborough	Compton Gifford	0 4 0	6 10 –	8½	7,651 – –	¼	
		Egg-Buckland	1 4 0	52 10 –	6¼	8,164 – –	1	
	Plympton	Plympton, St. Mary	5 2 0	159 10 –	7½	17,985 – –	2¼	
		Ermington	2 4 0	36 10 –	5	8,967 – –	1	
		Ugborough	4 2 0	40 – –	5½	10,002 – –	1	
	Totnes	South Brent	0 4 0	5 – –	5	9,339 – –	¼	
			15 4 0	300 – –				
Plymouth and Tavistock	Roborough District	Compton Gifford	0 6 0	75 – –	6¾	7,651 – –	2½	
		Weston Peverell (Devonport Road).	0 6 0	50 – –	6¾	5,682 – –	2	
		Egg-Buckland (Main Road).	1 3 0	185 – –	6¾	8,146 – –	4	
		Egg-Buckland (Tamerton Road).	0 1 3					
		Tamerton Foliott (Main Road).	1 0 0	85 – –	11½	6,297 – –	2½	
		Tamerton Foliott (Tamerton Road).	0 7 30					
		Bickleigh	1 2 30	30 – –	11	2,217 – –	3½	
		Buckland Monachorum	5 7 0	88 – –	8½	6,038 – –	8½	
		St. Budeaux	0 5 0	23 – –	8¾	5,910 – –	1	

	Tavistock District	Petertavy	0	2	14	5	–	–	5¾	2,417	–	–	¾
		Whitchurch	2	2	0	24	–	–	8¾	4,294	–	–	1¼
						565	–	–					
South Molton		South Molton	15	3	11	117	16	–	1¾	13,685	–	–	2
		Bishops Nympton	4	2	88	22	2	6	4	8,558	–	–	¾
		Charles	3	4	110	8	18	–	9¾	2,366	–	–	1
		Chittlehampton	7	5	33	65	12	6	5¾	8,785	–	–	1¾
		Creacombe	1	0	88	4	13	6	9½	633	–	–	1¾
		Filleigh	2	0	77	21	15	–	3¾	1,932	–	–	2¾
		George Nympton	2	7	99	15	7	6	2½	2,118	–	–	1¾
	Borough of South Molton	King's Nympton	3	1	99	21	12	1	8½	4,275	–	–	1¼
		Knowstone	0	1	165	1	2	6	7¼	3,633	–	–	$\frac{1}{12}$
		Mariansleigh	1	5	60½	5	5	–	8¼	1,520	–	–	1
		North Molton	2	3	115½	7	–	–	9¾	10,873	–	–	$\frac{1}{6}$
		Rackenford	0	6	110	3	17	6	9¾	2,616	–	–	½
		Rose Ash	2	6	33	11	16	6	7¼	3,625	–	–	¾
		Satterleigh	1	1	77	14	15	–	4¼	473	–	–	8½
		Warkleigh	0	6	121	10	5	–	5¼	1,932	–	–	1¼
	Chulmleigh	Chawleigh	2	5	126½	18	11	2	7½	4,086	–	–	1¼
		Chulmleigh	3	4	55	28	–	6	6¼	7,618	–	–	1
		Meshaw	2	5	66	8	5	–	6¼	1,339	–	–	1½
		Romansleigh	2	2	192½	8	10	6	5	1,569	–	–	1¼
		Thelbridge	0	6	88	2	8	6	4¼	1,775	–	–	¼
		Witheridge	2	3	77	8	3	6	5	6,410	–	–	¼
		Worlington, East	3	8	33	7	18	6	1 *s.* 3 *d.*	1,637	–	–	1¼
	Burnstaple	Bratton Fleming	0	0	71½	–	4	6	5¼	5,130	–	–	—
		Swimbridge	–	7	165	9	12	10	8½	6,505	–	–	¼
			69	3	181½	423	13	7					
COUNTY OF DORSET:													
Bridport, Second District	The whole in the Bridport Highway District	Bradpole	2	4	203	65	10	–	6½	2,259	–	–	1
		Netherbury	3	1	121	70	–	–	1½	10,984	–	–	½
		Beaminster	3	1	110	54	–	–	2	9,234	–	–	½
		Dibberford Tithing, in the Parish of Broadwindon.	0	7	83	8	15	–	5	477	12	–	¾
		Little Windsor Tithing, in the Parish of Broadwindsor.	2	2	33	14	10	–	3½	972	11	–	¾
		Drimpton Tithing, in the Parish of Broadwindsor.	0	4	187	2	15	–	½	1,805	–	–	¼
		Mosterton	1	4	93	22	10	–	3¾	1,390	–	–	¾

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COUNTY OF DORSET—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Dorchester and Wool	Wool, Winfrith, and Chaldon, in Wareham Highway District; the others in Dorchester Highway District	Wool	0 2 4	2 – –	8¾	1,405 11 3	½	
		Winfrith	3 0 2	21 10 –	5	4,560 – –	1¼	
		Chaldon	0 5 3	4 10 –	4½	2,061 7 –	½	
		Pure Morgne	1 5 1	12 – –	2	5,304 1 5	½	
		Warmwell	1 2 2	9 10 –	3¼	1,149 –	2	
		Broadmayne	0 3 0	3 10 –	9¼	1,414 – –	½	
		West Knighton	1 4 0	13 10 –	2½	2,727 – –	1¼	
		Whitcombe	0 6 6	7 10 –	4½	801 – –	2¼	
		Came	0 3 6	4 10 –	2¼	1,557 – –	1¼	
		Fordington	1 1 5	13 10 –	10½	3,369 10 –	1	
Maiden Newton	Dorchester Highway District	Fordington	0 7 83	17 – –	4¼	8,880 – –	½	
		Charminster	2 1 163	33 – –	3	6,088 – –	1¼	
		Stratton	2 5 129	32 10 –	1¼	2,975 – –	2⅝	
		Frampton	3 3 93	38 – –	3⅛	3,879 – –	2⅜	
		Maiden Newton	2 1 198	23 10 –	2	4,765 – –	1⅛	
		Winterbourne	0 3 0	3 – –	4	1,473 – –	½	
		Melbury Sandford	0 5 115½	6 – –	½	1,374 – –	1⅛	
		Evershot	2 1 96	24 – –	2¼	2,359 – –	2⅜	
		Rampisham	1 6 198	20 10 –	4¾	2,786 – –	1¾	
		Frome Vauchurch	0 4 66	6 – –	7	1,155 – –	1¼	
		Toller Treatrum	0 5 22	7 – –	¾	620 – –	2¾	
		Toller Porcorum	0 4 110	6 10 –	9⅞	3,378 – –	½	
		Chilfrome	1 2 176	14 – –	3⅝	1,238 – –	2¾	
		Bradford Peverell	0 5 176	5 10 –	5¼	2,614 – –	½	
	Bridport Highway District	Chelboro, East	0 2 176	3 10 –	5⅝	1,124 – –	¾	
		Corscombe	4 4 198½	40 10 –	6¼	4,358 – –	2⅛	
		Benville	1 6 30	22 – –	1⅝	833 – –	6¼	
		Beaminster	2 0 55	16 – –	5⅛	10,977 – –	⅜	
		Broadwindsor	3 7 115½	40 – –	1¼	10,053 – –	1	
		Burstock	1 0 154	10 10 –	2¾	1,551 – –	1½	
		Pilsdon	0 4 55	5 10 –	2½	784 – –	1¾	
		Cheddington	1 2 91	18 – –	5¾	1,079 – –	4	
		South Perrott	1 3 66	25 10 –	1½	2,387 – –	2½	
		Wraxall	0 3 165	5 – –	4¼	1,264 – –	1	
	Cerne Abbas Highway District	Cattistock	2 1 121	17 10 –	3⅜	4,914 – –	⅞	
		Frome Quinton	1 5 104½	13 10 –	4	1,480 – –	2¼	
		Melbury Bubb	0 6 123	7 – –	6½	1,602 – –	1	

	Sherborne Highway District	Melbury Osmond	-	0	5	14	10 – –	$15\frac{1}{4}$	1,735 – –	$1\frac{1}{2}$		
		Ryme Intrinsica	-	0	5	14	10 – –	$15\frac{1}{4}$	1,735 – –	$1\frac{1}{2}$		
		Stockwood	-	1	0	209	13 – –	$2\frac{3}{8}$	940 – –	$3\frac{1}{4}$		
	Yeovil Highway District	Closworth	-	1	4	137	24 – –	$6\frac{1}{3}$	1,270 – –	$4\frac{1}{2}$		
Sherborne	Sherborne Highway District	Beerhackett	-	0	2	$180\frac{1}{2}$	5 10 –	$3\frac{1}{2}$	1,443 – –	1		
		Caundle Bishop	-	0	3	$116\frac{1}{2}$	9 15 –	3	2,309 – –	1	Part of the turnpike road in this parish is in Sturminster Trust.	
		Caundle Marsh	-	0	7	$189\frac{1}{2}$	23 – –	5	1,091 – –	$5\frac{3}{4}$		
		Caundle Purse	-	1	1	$58\frac{1}{2}$	30 5 –	7	1,640 – –	$4\frac{1}{2}$		
		Folke	-	0	7	144	21 15 –	7	2,039 – –	$2\frac{1}{2}$		
		Holnest	-	2	1	$134\frac{1}{2}$	28 5 –	$2\frac{3}{8}$	2,094 – –	$3\frac{3}{8}$		
		Leigh	-	1	1	199	10 5 –	3	3,050 – –	$\frac{7}{8}$	Part of the turnpike road in this parish is in the Cerne Abbas Trust.	
		Lillington	-	0	5	$147\frac{1}{2}$	6 5 –	$3\frac{1}{8}$	1,990 – –	$\frac{3}{4}$		
		Longburton	-	3	3	134	42 – –	1	1,776 – –	$5\frac{3}{4}$		
		Nether Compton	-	0	3	$199\frac{1}{2}$	6 15 –	$3\frac{1}{2}$	2,105 – –	$\frac{3}{4}$		
		North Wootton	-	1	1	$57\frac{1}{2}$	26 5 –	3	758 – –	$8\frac{1}{2}$		
		Oborne	-	1	1	218	33 10 –	$4\frac{3}{4}$	1,209 – –	$6\frac{3}{4}$		
		Sherborne	-	11	4	$119\frac{1}{2}$	229 – –	$3\frac{1}{8}$	9,984 – –	$5\frac{1}{2}$		
		Thornford	-	2	3	126	42 – –	$2\frac{3}{4}$	2,355 – –	$6\frac{3}{4}$		
		Yetminster	-	0	5	$58\frac{1}{2}$	11 – –	$5\frac{1}{2}$	3,987 – –	$\frac{3}{4}$		
		Ansford	-	0	3	$28\frac{1}{2}$	8 – –	$3\frac{1}{8}$	2,497 – –	$\frac{3}{4}$	There is in this parish parts of the Langport, Somerton, and Castle Cary Trust, and Shepton Mallet Trust.	
	Wincanton Highway District	Blackford	-	0	7	68	16 – –	$6\frac{1}{4}$	1,253 – –	3	Part of Wincanton Trust is in this parish.	
		Bratton	-	0	4	$199\frac{1}{2}$	11 5 –	2	1,335 – –	2	Ditto - ditto, and Bruton.	
		Mapperton	-	0	2	178	5 10 –	3	2,790 – –	$\frac{1}{2}$	Ditto - ditto, and Vale of Blackmoor.	
		Castle Cary	-	0	0	$178\frac{1}{2}$	3 5 –	$7\frac{3}{4}$	8,296 – –	$\frac{1}{8}$	Part of Langport, Somerton, and Castle Cary and Bruton Trust is in this parish.	
		Charlton Horethorn	-	1	2	37	17 10 –	$5\frac{5}{8}$	3,931 – –	1	Part of Wincanton Trust is in this parish.	
		Compton Pauncefoot	-	1	0	102	14 – –	$7\frac{3}{4}$	1,453 – –	$2\frac{1}{4}$	Ditto - ditto.	
		Henstridge	-	2	7	212	64 – –	$3\frac{1}{2}$	8,466 – –	$1\frac{7}{8}$	Part of Sturminster Trust is in this parish.	
		Milborne Port	-	2	2	211	63 – –	$9\frac{5}{8}$	6,480 – –	$2\frac{3}{8}$	Part of the Bruton Trust is in this parish.	
		Pitcombe	-	2	0	$161\frac{1}{2}$	45 – –	$4\frac{1}{4}$	4,170 – –	$2\frac{5}{8}$		
		Yarlington	-	1	0	0	17 – –	$4\frac{1}{8}$	2,597 – –	$1\frac{1}{2}$		
	Yeovil Highway District	Mudford	-	0	2	198	5 10 –	$5\frac{1}{2}$	4,513 – –	$\frac{3}{8}$	Part of the Yeovil Trust is in this parish.	
		Marston	-	0	6	27	13 10 –	3	3,038 – –	$1\frac{1}{8}$	Parts of Yeovil and Ilchester Trusts are in this parish.	
		Pointington	-	1	4	$146\frac{1}{2}$	20 – –	$4\frac{1}{4}$	1,546 – –	$3\frac{1}{2}$		
		Rumpton	-	0	6	24	13 10 –	$5\frac{1}{4}$	2,406 – –	$1\frac{1}{4}$		
		Trent	-	2	4	$145\frac{1}{2}$	45 5 –	$5\frac{3}{4}$	3,950 – –	$2\frac{3}{4}$		
	Shaftesbury Highway District	Kington Magna	-	0	5	200	16 10 –	$6\frac{3}{4}$	4,578 – –	$\frac{7}{8}$		
	Cerne Highway District	Buckland Newton	-	0	4	$134\frac{1}{2}$	7 – –	$4\frac{1}{4}$	8,788 – –	$\frac{1}{4}$		
		Mintern Magna	-	1	4	101	18 – –	$2\frac{1}{8}$	2,697 – –	$1\frac{5}{8}$	A large portion of turnpike road in this parish is in the Cerne Abbas Trust and Weymouth Trust.	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF DURHAM:			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Boroughbridge and Durham (Part).	- - - - -	Hurworth - -	0 1 59	6 5 5	5¼	7,946 – –	¼	
		Blackwell - -	1 4 134	80 3 8	1¼	4,389 – –	4½	
		Darlington and Oxewle-field.	2 1 37	195 7 10	3	62,584 – –	¾	
	Darlington Highway District - - - -	Cockerton - -	0 4 138	26 1 2	3	6,313 – –	1	
		Haughton-le-Skerne -	0 1 183	4 8 8	2¾	6,265 – –	¼	
		Whessoe - - -	1 2 46	39 15 1	3¼	3,410 – –	3	
		Coatham Munderville	0 6 24	21 19 4	3¼	2,318 – –	2½	
		Great Aycliffe - -	2 3 160	61 16 4	3¾	5,210 – –	3	
		Woodham - -	2 2 198	34 19 7	2½	4,432 – –	2	
	Bishop Auckland Highway way District.	Chilton - - -	1 5 80	27 2 11	5¼	5,237 – –	1¼	
	Durham Highway District	Ferryhill - -	2 1 120	43 15 2	2½	7,467 – –	1½	
		Hett - - -	0 2 195	4 3 6	1 *s.* 3 *d.*	1,243 – –	1	
		Tudhoe - - -	0 3 216	2 8 10	6¼	5,444 – –	¼	
		Sunderlandbridge -	1 1 1	41 5 –	3	1,692 – –	6	
		Brandon - - -	0 1 108	5 5 5	6½	13,682 – –	¼	
		Elvet and Burnhall -	2 3 137	146 4 5	2¾	15,925 – –	2¼	
			20 0 76	741 2 4	- -	153,557 – –		
Darlington or Angel Inn and Barton Lane.	Darlington - - -	Blackwell - -	0 3 291	12 19 2	1	4,578 – –	¾	
	Not in a Highway District -	Stapleton - -	2 2 170	57 4 8	1	1,631 – –	8¼	
		Newton Morrey -	0 7 38½	26 4 8	1¼	852 16 9	7⅔	
		Barton - - -	1 7 209	40 7 8	2	3,716 – –	2½	
Darlington and Cockerton Bridge (United).	Bishop Auckland Highway District - - -	West Auckland -	3 3 195	62 13 8	¾	9,177 – –	1½	
		St. Helen's Auckland.	0 7 144	5 17 11	- -	5,742 – –	¼	No highway; they only contribute to common charges.
		Bolam - - -	0 6 136	11 1 10	6	1,127 – –	2½	
	Darlington Highway District	Redworth - -	0 2 178	6 10 7	4	3,069 – –	½	
		Houghton-le-side -	1 6 113	26 16 7	6½	1,105 – –	6	
		Heighington - -	0 5 91	14 1 10	5¼	4,133 – –	1	
		Coatsaymoor - -	0 5 184	14 8 3	- -	371 – –	9½	No highway.
		Coatham Munderville	1 2 62	22 7 9	3¼	2,318 – –	2½	
		Whessoe - - -	0 3 154	6 1 5	3¼	3,410 – –	½	
		Cockerton - -	1 6 186	17 2 11	3	6,313 – –	¾	
		Darlington - -	2 5 200	2 5 2	3	62,584 – –	¼	
		Blackwell - -	– 5 36	28 14 8	1¼	4,389 – –	1¾	

	Darlington Highway District	Low Coniscliffe and Thornton.	1 4 116	45 19 8	1½	1,545 – –	7¼	
		High Coniscliffe and Oumby.	1 3 165	37 15 1	2½	2,361 – –	4	
		Piercebridge - -	1 1 63	42 5 9	2½	1,680 – –	6¼	
		Denton - - -	0 7 62	18 14 9	3	1,473 – –	3¼	
		Summerhouse - -	2 6 149	82 – 3	2¼	1,213 – –	1 *s.* 4½ *d.*	
		Killerby - - -	0 4 188	19 17 11	3½	1,008 – –	4¾	
	Barnard Castle Highway District - - - - -	Headlam - - -	0 4 152	17 4 5	4	1,710 – –	2½	
		Ingleton - - -	1 6 2	50 18 8	6	1,801 – –	7	
		Wackerfield - -	0 5 80	13 17 –	9½	1,135 – –	3	
		Raby - - -	0 5 87	11 19 7	2	3,088 – –	1	
		Staindrop - -	0 2 200	5 7 9	3¾	4,750 – –	½	
			28 3 83	564 3 5	- -	125,502 – –		
Durham and Tyne Bridge -	- - - - - - -	Framwellgate - -	0 0 5,178	144 11 –	6	10,866 15 –	4	
	Durham and Chester-le-Street - - - - -	Plansworth - -	0 0 2,616	68 10 10	5	2,654 1 7	6	
		Chester-le-Street -	0 0 5,020	176 6 8	4	13,017 2 2	4	
		Hanaton - - -	0 0 1,274	119 – 10	4¼	6,216 14 11	5	
		Birtley - - -	0 0 3,340	221 15 6	3½	6,162 – –	9	
		Lamesley - -	0 0 5,353	235 7 –	4½	9,493 – –	7	
	Gateshead and South Shields	Gateshead - -	0 0 9,049	782 – 4	- - -	about 100,000 – –	2½	The cost of maintenance of repairs in Gateshead parish is paid out of the General District Rate.
Edmondbyers - - -	Stanhope - - - -	Stanhope - -	2 4 143	37 6 3	5	10,347 – –	¾	
	Lanchester - - - -	Muggleswick and Edmondbyers Common.	4 2 88	81 8 4	1 *s.* 2 *d.*	4,168 5 –	4½	
	Lanchester - - - -	Edmondbyers - -	1 3 57	34 2 5	1 *s.* 3 *d.*	1,591 15 –	5	
	Hexham - - - -	Shotley Low Quarter	1 1 187	23 7 3	10½	4,787 10 –	1	
Eggleston - - -	- - - - - - -	Middleton - -	2 0 0	52 – –	4½	5,868 – –	2¼	The Return will at once show that any change superseding the Eggleston Roads Trust, and throwing the charge of this road upon the townships through which the road passes, would be a great hardship, if not injustice, especially to the township of Eggleston, inasmuch as this road is for the use of mines and collieries that are not in the township of Eggleston. There are extensive mines in the high part of Teesdale, in the townships of Forrest and Frith, Hanwood, Newbiggin, Middleton, &c. The traffic to and from these mines is a very heavy one; large quantities of timber are brought from distant places, carried over this road to the mines, as well as coal. The lead traffic is a very heavy one. Eggleston township has already eight miles of township road, and the keeping up this road is heavy on the ratepayers; and any such additions as the repair of the Trust Road would be perfectly oppressive. There is only one small mine in the township of Eggleston, and one smelting mill.
	Barnard Castle Highway Board - - - -	Eggleston - -	6 0 0	156 – –	8½	3,033 – –	1 *s.* –¼ *d.*	
		Langleydale - -	1 6 0	45 10 –	3	2,528 – –	4½	
		Woodlands - -	2 2 0	58 10 –	7¼	1,196 – –	11¼	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF DURHAM—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Gateshead and Hexham -	Whickham Highway District	Whickham - -	5 7 110	373 – –	6	17,709 – –	5	
	Winlaton Highway District -	Winlaton - -	1 1 110	74 – –	1 *s.*	11,291 – –	1½	
	Blaydon - on - Tyne Local Board - - - -	Blaydon District -	0 3 31	26 – –	2	4,660 – –	1¼	
		Stella - - -	0 5 176	44 – –	6	1,400 – –	7½	
	Ryton Local Board - -	Ryton - - -	2 0 44	126 – –	3	6,432 – –	4¾	
		Crawcrook - -	1 0 88	64 – –	4	2,603 – –	6	
		Ryton Woodside -	0 6 70	48 – –	1 *s.*	4,149 – –	2½	
	Hexham Highway District -	Prudhoe Castle -	0 0 203	4 – –	5¾	3,885 – –	¼	
		Prudhoe - - -	1 7 0	55 – –	7	4,096 – –	3½	
		Eltringham - -	0 2 175	10 – –	2	2,062 – –	1	
		Mickley - - -	1 1 193	37 – –	3¾	3,712 – –	2¼	
		New Ridley - -	1 4 0	45 – –	8	531 – –	1 *s.* 8¼ *d.*	
		Painshawfield, Hindley	1 0 200	34 – –	10½	1,617 – –	5	
		Broomley - -	0 4 0	15 – –	10	1,097 – –	3¼	
		Broomhaugh - -	1 4 0	45 – –	2	1,617 – –	6½	
		Riding - - -	1 2 0	37 – –	1½	1,618 – –	5¼	
		Corbridge - -	1 0 0	30 – –	6¾	8,695 – –	¾	
		Dilston - - -	0 6 0	53 – –	5¾	3,885 – –	3¼	
Stockton and Barnard Castle	- - - - - -	Stockton - - -	—	—	—	—	—	
	Stockton and Hartlepool Highway District - -	Hartburn - -	1 2 72	36 17 1	10¼	1,877 – –	4¾	
		Elton - - -	1 1 25	28 – 2	3½	1,174 – –	5¾	
		Long Newton - -	2 0 0	27 15 1	4½	5,076 – –	1½	
	Darlington Highway District	Sadberge - - -	1 7 60	43 3 2	5½	2,790 – –	3¾	
		Burdon - - -	0 5 146	21 1 11	2	1,631 – –	3¼	
		Haughton-le-Skerne -	0 5 78	39 2 11	2¾	6,265 – –	1½	
		Darlington - -	2 1 191	51 5 5	3	62,584 – –	¼	
		Low Coniscliffe -	1 2 99	32 3 6	1½	1,545 – –	5	
		High Coniscliffe -	1 3 17	37 11 7	2½	2,361 – –	4	
		Piercebridge - -	0 7 16	21 18 8	2½	1,680 – –	3¼	
	Barnard Castle Highway District - - - -	Gainford - - -	2 4 39	52 4 1	3½	4,567 – –	2¾	
		Winstone - -	2 0 197	36 2 6	3¼	4,207 – –	2¼	
		Whorlton - -	1 6 30	19 1 9	4½	2,203 – –	2¼	
		Westwick - -	1 0 0	14 – 9	2½	1,662 – –	2¼	
		Barnard Castle -	1 3 0	23 11 11	3	10,721 – –	¾	
			22 2 90	484 – 6	- -	110,343 – –		

COUNTY OF GLOUCESTER:

Cirencester and Bath	Weston	Swanswick	3	1	110	140	13	3	2	7,224	15	–	4½	
	Sodbury	Cold Ashton	1	5	127	55	10	–	5	3,282	15	8	4	
		Marshfield	0	6	188	18	9	5	5	10,212	–	–	½	
		Dyrham	1	6	191	40	2	10	8	4,020	12	6	2¼	
		Wapley and Codrington	0	4	22	11	8	1	9	3,819	16	–	½	
		Tormarton	1	0	22	19	19	7	10½	3,307	6	10	1	
		Old Sodbury	1	4	66	58	19	7	5½	5,606	1	–	2½	
		Little Sodbury	0	4	30	14	9	3	6½	1,608	17	6	2	
	Tetbury	Horton	1	6	100	59	12	8	9	4,198	19	–	3¼	
		Hawkesbury Upton	1	5	95	51	6	1	7	12,182	1	3	1½	
		Oldbury-on-the-Hill	1	3	149	67	18	4	4	2,237	–	–	7¼	
		Didmarton	0	6	195	20	–	2	7¾	1,067	–	–	4½	
	Malmesbury	Sherston	1	2	184	31	12	10	5¾	6,933	–	–	1	
	Tetbury	Weston Birt	0	6	64	26	3	5	8½	1,892	–	–	3½	
		Tetbury	5	0	103	159	10	11	3¼	11,948	–	–	3¼	
		Cherrington	0	7	108	23	15	1½	6½	2,182	–	–	2	
	Cirencester	Rodmarton	3	1	50	84	18	1½	7¼	3,697	–	–	5½	
		Coates	2	0	17	47	9	–	5	3,206	–	–	3½	
		Cirencester	2	0	5	47	15	–	1 *s.* 3 *d.*	24,644	–	–	¼	
			Ms.	*fur.*	*chs.*									
Crickley Hill and Campsfield	Northleach	Shipton Oliffe (intermixed)	2	6	2¾	65	5	–	1 *s.* 6 *d.*	1,458	–	–	6¼	Main Road.
		Shipton Sollars (intermixed)							10	1,095	–	–	6¼	
		Hazleton	0	5	5½	17	10	–	7	1,601	–	–	2¾	
		Compton Abdale	0	5	0	15	15	–	7½	1,855	–	–	2¼	
		Hampnett	2	0	6¼	51	15	–	1 *s.* 4 *d.*	1,592	–	–	8	
		Northleach	0	3	5½	18	10	–	6	1,504	–	–	3	
		Eastington	1	0	2¾	26	–	–	10½	4,473	–	–	1½	
		Farmington	1	3	4¼	32	5	–	9	2,233	–	–	3½	
		Sherborne	1	6	5½	41	–	–	1 *s.*	5,025	–	–	2	
		Windrush	1	1	8½	27	10	–	1 *s.* 2 *d.*	1,832	–	–	3¾	
		Little Barrington	1	1	0½	26	–	–	1 *s.* 1 *d.*	1,294	–	–	5	
	Stow-on-the-Wold	Great Barrington	0	3	3¾	9	5	–	9	3,136	–	–	¾	
	Badgeworth	Cubberley	3	2	8	28	10	–	1 *s.*	3,026	–	–	2¼	Lower Road, not much used.
	Northleach	Dowdeswell	1	5	0	13	15	–	6	3,053	–	–	1¼	
		Withington	1	2	8	11	10	–	10	5,095	–	–	¾	
			20	0	1¼	384	10	–						
			Ms.	*fur.*	*yds.*									
Forest of Dean	Highway Board	East Dean	15	3	0	323	8	8	No Highway Rate	24,016	–	–	3¼	
		West Dean	24	0	0	441	4	10	ditto	16,697	2	3	6¼	
		Little Dean	1	2	97	55	14	–	3½	2,168	–	–	9½	
		Flaxley	0	4	0	14	6	7	1¼	2,367	–	–	2¾	
		Ruardean	4	1	173	61	17	10	5½	3,216	–	–	10	
		English Bicknor	0	4	20	16	2	1	4	3,082	–	–	5¼	
		Lydney	0	6	171	2	14	4	1 *s.* 3 *d.*	9,404	–	–	1 *s.* 3¼ *d.*	
		Staunton	1	0	196	21	12	2	4	1,750	–	–	7	
		Newland	12	3	112	239	17	7	1 *s.* 6 *d.*	16,245	12	5	1 *s.* 9¾ *d.*	
		Mitcheldean	0	0	200	3	8	8	1	2,303	2	6	1½	
		St. Briavel's	0	4	0	3	5	10	5	4,088	13	–	5¼	
		Abinghall	0	3	0	8	2	6	1	1,995	5	–	2	
	Local Board	Awre	4	6	157	86	15	10	5¼	10,407	–	–	7¼	
						1,278	10	11						

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF GLOUCESTER—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Huntley Roads		Huntley	2 6 177	55 2 –	4¼	2,306 17 6	10	
		Longhope	5 0 115	103 2 –	6¼	4,655 2 6	11½	
		Mitcheldean	2 5 16	60 14 5	1	2,303 2 6	6¼	
		Abinghall	2 4 110	48 5 5	1	1,495 5 –	9	
	Ross (Hereford) Highway Board	Lea, Gloucester	1 4 108	42 17 6	10½	377 15 –	1 s. 9½ d.	
		Lea, Hereford	0 5 88		4½	1,139 – –		
		East Dean	0 2 57	5 18 –	No Highway Rate.	24,016 1 2	¼	
		Weston-under-Pinyard	0 0 132	1 10 –	2½	7,883 – –	2¾	
		Flaxley	1 3 80	30 13 9	1¼	2,367 4 2	4½	
		Littledean	0 5 75	15 2 4	3½	2,168 – –	5¼	
		Newland	0 4 0	16 17 11	1 s. 6 d.	16,245 12 5	1 s. 6¼ d.	
	Local Board	Westbury-on-Severn	6 7 112	258 10 3	10	16,260 4 6	1 s. 1¾ d.	
				641 18 7				
Minchinhampton, Tetbury, and Bisley.	Tetbury	Tetbury	2 0 0	32 18 4	3¼	11,948 – –	¾	
		Avening	2 1 8	36 14 10	5	7,333 – –	1¼	
		Minchinhampton	5 0 17	64 16 9	4½	13,843 – –	1	
	Bisley	Bisley	5 7 10	85 9 11	8	12,001 – –	1¾	
		Miserdine	0 4 36	6 12 7	4	2,972 – –	¾	
Northgate	These parishes, &c. are within the Gloucester Highway District	Wotton, Hamlet of	0 7 150	64 10 –	4	5,614 2 6	8	
		Barnwood	0 7 7	59 10 –	3	4,737 7 6	4	
		Hucclecote, Hamlet of	1 2 76	86 17 6	5	3,130 2 6	9¼	
		Brockworth	1 3 50	95 5 –	1 s.	3,382 6 –	6½	
	These parishes are within the Badgworth Highway District	Witcomb	1 2 198	91 10 –	3	1,932 15 –	No Return	Byeway Rates paid out of Poor's Rates.
		Badgeworth	2 3 93	163 2 –	10½	8,760 – –	4½	
Over	These parishes are not in any Highway Divisions or Highway Districts, excepting as within the Over Turnpike Trust	Hamlet of Highnam						
		Hamlet of Over	4 2 0	325 – –	1½	3,987 8 –	1 s. 9½ d.	
		Hamlet of Linton						
		Churcham	3 3 142	257 – –	3½	4,749 2 6	1 s. 1 d.	
		Minsterworth	3 2 0	245 – –	2	4,853 9 6	1 s.	
		Westbury-on Severn	0 6 0	56 10 –	10	16,285 – –	10	
		Rudford	2 4 0	188 10 –	5	1,150 – –	4	
Pucklechurch	The Sodbury Highway Board	Pucklechurch	3 3 22	129 11 8	5	9,893 – –	1⅓	
		Dirham and Hinton	3 1 88	67 9 –	9	4,020 – –	2½	
		Tormarton	1 0 143	9 8 11	12½	3,307 – –	½	
	The Chippenham Highway Board	West Kington	1 4 159	12 13 6	5½	3,459 – –	¾	
		Nettleton	1 2 165	13 7 6	5¼	2,898 – –	¾	

Sodbury Division	- - - - - - -	Chippenham	- -	0	6	66	30	–	–	3¾ d. to 4 d.	22,401	–	–	½
	Chippenham - - -	Yatton Keynell	-	1	0	110	38	–	–	7¼ d. to 7½ d.	3,364	–	–	2¾
		Castle Combe	- -	2	2	0	63	–	–	5¼ d. to 5½ d.	2,886	–	–	5¼
		Littleton Drew	-	0	1	66	6	–	–	6½ d. to 7 d.	1,236	–	–	1¼
		Nettleton	- -	1	5	66	59	–	–	4¾ d. to 5 d.	2,898	–	–	5
	Chipping Sodbury - -	Acton Turville	-	1	4	22	61	–	–	9 d. to 9¼ d.	1,179	–	–	1 s. ¾ d.
		Badminton	- -	1	4	88	65	–	–	7	2,480	–	–	6¼
		Tormarton	- -	1	0	22	45	–	–	11¼	3,307	–	–	3¼
		Old Sodbury	- -	5	4	66	330	–	–	5¾ d. to 6 d.	5,604	–	–	1 s. 2½ d.
		Chipping Sodbury	-	0	6	66	69	–	–	3¾	2,104	–	–	8
		Yate	- - -	5	1	44	220	–	–	3½ d. to 3¾ d.	9,133	–	–	6
		Westerleigh	- -	1	5	132	116	–	–	8¼ d. to 8½ d.	10,646	–	–	2¾
		Wickwar	- -	2	0	0	46	–	–	2¾ d. to 3 d.	5,465	–	–	2
	Wotton-under-edge -	Charfield	- -	1	1	154	32	–	–	2	4,765	–	–	1¾
		Tortworth	- -	2	0	22	53	–	–	3¼ d. to 3½ d.	2,645	–	–	5
	- - - - - - -	Thornbury	- -	0	1	132	7	–	–	5½ d. to 5¾ d.	22,944	–	–	⅛
	Thornbury - - -	Iron Acton	- -	3	1	22	79	–	–	5½ d. to 5¾ d.	5,863	–	–	3½
		Alveston	- - -	2	5	22	56	–	–	3½ d. to 3¾ d.	4,437	–	–	3
		Olveston	- - -	7	0	0	125	–	–	4¼ d. to 4½ d.	10,496	–	–	3
		Elberton	- - -	1	1	110	22	–	–	5½	2,559	–	–	2¼
		Aust	- - -	1	2	0	20	–	–	½ d. to ¾ d.	2,049	–	–	9½
		Almondsbury	- -	1	3	66	21	–	–	5 d. to 5¼ d.	12,720	–	–	⅓
Tewkesbury - - -	Tewkesbury Division - -	Ashchurch	- -	5	0	137	195	10	–	3¾	6,741	5	–	7
	Winchcomb Highway District	Alderton	- - -	1	4	66	89	–	–	5	3,171	10	–	6¾
	Ditto - - - - -	Alstone	- -	0	3	60	25	–	–	11¼	881	15	–	6¾
	Pershore Division - -	Bredon	- - -	6	0	154	160	10	–	3	8,375	11	7	4¾
	Winchcomb Highway District	Beckford	- -	1	7	102	75	–	–	9½	4,622	6	4	4
	Pershore Division - -	Bredons Norton	-	1	2	154	23	–	–	2	2,212	3	9	2½
	Badgworth Highway District	Boddington	- -	0	2	88	13	10	–	10½	3,836	8	–	¾
	Bishop's Cleeve Highway District.	Gotherington	- -	0	4	66	14	10	–	8½	2,873	10	–	1¼
	Pershore Division - -	Birlingham	- -	1	0	88	17	10	–	1¾	3,658	7	–	1⅛
	Ditto - - - - -	Conderton	- -	0	7	121	27	–	–	1	1,301	–	6	5
	Winchcomb Division - -	Didbrook	- -	1	0	0	58	10	–	1 s. 5½ d.	1,932	10	–	7¼
	Tewkesbury Division - -	Deerhurst	- -	1	2	22	53	10	–	8½	1,500	16	6	8½
	Ditto - - - - -	Elmstone Hardwick	-	0	4	22	22	10	–	8	2,599	14	–	2
	Pershore Division - -	Eckington	- -	1	3	198	24	10	–	4	5,244	–	–	1⅛
	Winchcomb Highway District	Great Washbourne	-	0	7	143	57	–	–	2	1,307	5	–	10½
	Tewkesbury Division -	Kemerton	- -	1	1	170	34	10	–	4¾	3,254	7	3	2⅛
	Winchcomb Highway District	Little Washbourne	-	1	2	33	75	10	–	3¼	770	9	–	1 s. 11½ d.
	Tewkesbury Division - -	Leigh	- - -	2	2	110	96	–	–	1¾	3,664	5	–	6¼
	Gloucester Division - -	Norton	- - -	0	0	154	4	1	8	6	3,117	15	–	¼
	Pershore Division - -	Overbury	- -	0	4	124	17	10	–	6	2,275	4	6	1¾
	Tewkesbury Division - -	Oxenton	- - -	0	7	88	26	10	–	¾	1,324	–	–	4¾
	Upton-upon-Severn Division	Ripple	- - -	2	1	88	69	10	–	1¾	5,632	–	–	3
	Winchcomb Highway District	Stanway	- - -	1	5	154	104	–	–	5	3,377	10	–	7½
	Tewkesbury Borough - -	Tewkesbury	- -	5	2	123	250	–	–	- -	19,136	–	–	3⅛
	Pershore Division - -	Teddington	- -	0	7	11	41	10	–	4	1,325	18	–	7½
	Winchcomb Highway District	Toddington	- -	1	3	0	76	10	–	10¾	2,730	15	–	6¾
	Tewkesbury Division -	Twyning	- -	2	4	44	82	–	–	4½	6,972	9	6	2¾
	Winchcomb Highway District	Winchcomb	- -	1	1	154	66	10	–	1 s. – ¾ d.	16,195	6	6	1
	Bishop's Cleeve Highway District.	Woolstone	- -	0	3	110	12	10	–	5¾	1,432	19	9	2
				46	3	144	1,813	1	8	- -	121,467	2	2	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF HANTS:			*Ms. fur. yds.*	£. *s.* *d.*	*d.*	£. *s.* *d.*	*d.*	
Aldermaston and Basingstoke.	Town of Basingstoke - -	Basingstoke - -	1 7 199	56 10 –	3	21,092 – –	$\frac{3}{4}$	
	Basingstoke Highway District - - - -	Sherborne St. John -	3 1 99	41 5 –	7	4,457 – –	$2\frac{1}{4}$	
		Monk Sherborne -	0 2 189	4 15 –	9	3,811 – –	$\frac{1}{2}$	
		Pamber - - -	1 3 72	12 – –	$8\frac{3}{4}$*	1,731 – –	$1\frac{3}{4}$	*A new road made at an expense of about 65 *l.*
	Kingsclere Highway District - - - -	Tadley - - -	1 3 83	14 10 –	$10\frac{1}{2}$	1,834 18 –	2	
		Aldermaston - -	0 7 77	9 5 –	$2\frac{1}{2}$	3,674 15 1	$\frac{3}{4}$	
			9 2 59					
Popham Lane to Winchester	Saint Bartholomew Hyde -	Hyde - - -	1 2 0	35 – –	$1\frac{1}{2}$	5,741 – –	3	
	Winchester - - -	Headbourne Worthy	0 2 0	10 – –	2	2,558 – –	2	
		King's Worthy -	1 6 0	20 – –	2	4,869 – –	2	
		Martyr Worthy -	1 5 0	20 – –	$3\frac{1}{2}$	2,908 – –	2	
		Mitcheldever - -	3 3 0	30 – –	$3\frac{1}{2}$	3,390 – –	1	
		Stratton - - -	2 4 0	30 – –	$3\frac{1}{2}$	2,053 – –	$2\frac{1}{2}$	
	Basingstoke - - -	Popham - - -	1 2 0	15 – –	2	1,580 – –	2	
Portsmouth and Sheet Bridge.	Portsmouth Local Board -	Portsea - - -	2 2 99	†400 – –	- -	- -	- -	†Paid to Portsmouth Local Board.
	Fareham Highway District	Wymering - -	2 4 75	299 12 –	4	6,265 – –	1 *s.* $2\frac{3}{16}$ *d.*	
		Widley - - -	– 5 56	95 10 –	2	2,633 – –	$8\frac{3}{4}\frac{1}{8}$ *d.*	
	Havant Highway District -	Farlington - -	1 1 53	90 – –	3	5,922 – –	$3\frac{1}{4}\frac{1}{16}$ *d.*	
	Catherington Highway District - - -	Extra-parochial -	0 5 100	40 – –	4	1,283 – –	$7\frac{1}{4}$	
		Catherington - -	3 6 198	112 8 –	2	6,067 – –	$4\frac{3}{4}\frac{1}{8}$ *d.*	
		Clanfield - -	0 5 1	30 – –	1 *s.* 1 *d.*	881 3 9	$8\frac{1}{8}$ *d.*	
			1 2 0	45 – –			1 *s.* $\frac{1}{4}$ *d*	
	Petersfield Highway District - - - -	Buriton - - -	3 6 0	135 – –	$7\frac{1}{3}$	7,954 – –	$4\frac{292}{3977}$ *d.*	
		Petersfield - -	0 5 73	24 – –	9	4,101 – –	$1\frac{1}{2}$	
		Sheet - - -	1 0 0	36 – –	$6\frac{1}{3}$	3,167 – –	$2\frac{3}{4}$	
Southampton, North District.	Hursley - - - -	Hursley - - -	1 0 0	20 – –	2	10,854 – –	$\frac{1}{2}$	
		Otterborne - -	0 6 141	40 – –	2	3,901 – –	$2\frac{1}{2}$	
	Winchester - - -	Compton - -	2 2 142	80 – –	2	4,489 – –	$4\frac{1}{2}$	
		St. Faith - - -	1 0 0	210 – –	2	9,254 – –	$5\frac{1}{2}$	
	Local Board - - -	St. Thomas - -	0 2 141	50 – –	2	16,783 – –	1	
		St. Michael - -	0 2 142	40 – –	2	2,050 – –	$4\frac{1}{2}$	

Stockbridge and Winchester	Winchester and Stockbridge	Week	1 5 200	120 – –	2	3,721 – –	$6\frac{1}{2}$	
		Sparsholt	2 3 160	40 – –	2	2,897 – –	3	
		Crawley	2 1 61	30 – –	2	2,946 – –	$1\frac{1}{2}$	
		Little Sombourn	0 3 90	10 – –	2	1,121 – –	1	
		Stockbridge	1 5 149	30 – –	2	2,493 – –	$1\frac{1}{2}$	
Winchester, Upper District	Farnham District Board	Frimley	3 0 7	108 – –	$2\frac{1}{2}$	14,381 – –	$1\frac{3}{4}$	
	Hartley Wintney Board	Farnborough	3 0 20	208 – –	$5\frac{1}{2}$	5,360 – –	$9\frac{1}{4}$	
	Local Board	Aldershot	1 6 15	186 – –	$4\frac{1}{2}$	18,657 – –	$2\frac{1}{4}$	
	Local Board and Board of Surveyors.	Farnham	4 2 15	221 – –	8	36,998 – –	$1\frac{1}{2}$	
	Alton Highway Board	Bentley	2 2 12	86 – –	2	3,766 – –	$5\frac{1}{4}$	
		Froyle	2 2 1	53 – –	2	4,749 – –	$2\frac{1}{2}$	
		Neatham	0 2 12	4 – –	2	1,304 – –	$\frac{3}{4}$	
		Hollybourne	1 0 4	83 – –	2	2,365 – –	7	
COUNTY OF HEREFORD:								
Ross	Ross	Brampton	0 4 6	10 5 9	4	3,060 – –	1	
		Bridstow	5 2 0	177 8 4	$2\frac{1}{2}$	5,402 – –	8	
		Foy	0 6 0	17 1 9	$2\frac{3}{4}$	4,000 – –	1	
		Goodrick	2 6 5	66 3 –	$3\frac{1}{4}$	5,053 – –	$8\frac{1}{8}$	
		Hentland	2 0 1	78 – –	7	4,989 – –	$3\frac{3}{4}$	
		Linton	0 1 10	3 17 4	7	4,622 – –	$\frac{1}{4}$	
		Lea	0 1 6	3 9 6	$4\frac{1}{2}$	1,139 – –	$\frac{1}{4}$	
	Ledbury	Marcle	1 4 143	38 2 2	- -	- -	- -	The surveyor could not ascertain this.
	Ross	Marstow	0 2 16	11 13 4	3	1,560 – –	$\frac{1}{2}$	
		Peterstow	1 6 22	52 6 8	4	3,299 – –	$3\frac{1}{2}$	
		Ross	7 0 90	226 16 1	$1\frac{1}{2}$	9,017 – –	$5\frac{1}{2}$	
		Sellack	1 4 1	46 3 4	$5\frac{1}{2}$	3,004 – –	$3\frac{3}{4}$	
		Upton Bishop	4 2 26	85 8 6	$5\frac{1}{2}$	5,056 – –	4	
		Walford	6 7 11	251 14 –	$4\frac{1}{2}$	7,335 – –	$8\frac{1}{4}$	
		Weston	4 0 15	90 14 –	$2\frac{1}{2}$	7,889 – –	3	
		Yatton	1 2 90	30 15 4	6	1,999 – –	$3\frac{3}{4}$	
COUNTY OF HERTFORD:								
Welwyn	The parishes in the county of Hertford have not yet been divided into highway districts under the Act of 25 & 26 Vict. c. 61.	Welwyn	5 4 0	55 – –	$3\frac{3}{4}$	8,382 – –	$1\frac{1}{2}$	
		Codicote	2 3 143	23 15 –	2	2,032 – –	3	
		Knebworth	1 6 198	18 15 –	2	4,602 – –	1	
		Hitchin	1 0 66	10 – –	9	21,000 – –	$\frac{1}{16}$	
		Langley	2 4 44	25 – –	3	1,822 – –	$3\frac{1}{2}$	
		Ippollitts	2 5 198	27 10 –	$1\frac{1}{2}$	1,784 – –	$3\frac{1}{2}$	
		Wymondley	1 0 38	10 – –	$\frac{3}{4}$	2,403 10 –	1	
		Gravely	0 2 0	2 10 –	5	2,739 10 –	$\frac{1}{4}$	
		Stevenage	2 4 132	25 – –	$4\frac{1}{2}$	11,121 10 –	$\frac{1}{2}$	
		Sheephall	0 2 44	2 10 –	$5\frac{1}{2}$	1,388 – –	$\frac{1}{2}$	
		Datchworth	0 2 88	2 10 –	6	2,865 – –	$\frac{1}{4}$	
		Ayott St. Peter	0 1 198	2 10 –	$3\frac{1}{2}$	1,493 – –	$\frac{1}{2}$	
		Hatfield	1 0 176	11 5 –	$5\frac{1}{2}$	25,624 17 –	$\frac{1}{10}$	
		Letchworth	0 4 44	5 – –	$4\frac{3}{4}$	1,289 – –	1	
			22 3 49					

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF KENT:			*Ms. fur. yds.*	£. s. d.	£. s. d.	£. s. d.	d.	
Ashford and Ham Street -	Local Board - - -	Ashford - - -	1 5 0	60 – –	500 - 1 –	26,314 – –	¾	
	Appledore - - -	Kingsnorth - -	1 7 70	45 – –	244 - 1 4	3,592 – –	3	
		Shaddoxhurst - -	0 5 50	16 – –	152 - 2 6	1,163 – –	3¼	
		Ruckinge - -	0 1 200	5 – –	205 - 1 1½	3,618 – –	¼	
		Warehorne - -	0 1 90	4 – –	172 - – 10½	3,895 – –	¼	
		Orlestone - -	3 5 130	90 – –	104 - 1 –	2,060 – –	10½	
			8 2 100	220 – –				
Bethersden - - -	Local Board - - -	Ashford - - -	– 7 32	20 – –	500 - – –¾	26,200 – –	¼	
	Appledore - - -	Great Chart - -	3 1 4	62 – –	247 - – 10	6,024 – –	2½	
		Bethersden - -	5 3 23	95 – –	591 - 2 1	5,635 – –	4¼	
	Ashford - - - -	Hothfield - -	1 7 38	20 – –	157 - – 11	3,514 – –	1½	
	Cranbrook - - -	High Halden - -	3 3 7	85 – –	329 - 2 –	3,288 – –	6¼	
		Biddenden - -	1 – 20	35 – –	808 - 2 5	6,645 – –	1¼	
	Tenterden Borough - -	Tenterden - -	2 1 35	75 – –	435 - – 6¼	17,290 – –	1¼	
			18 1 39	392 – –				
Dover and Barham Downs	- - - - - - -	Charlton - - -	0 3 0	(*a*)	*d.* - -	(*b*)	(*c*)	Under 18 Geo. 3, c. 76 (one of the Dover Paving Acts), tolls are directed to be levied on a certain class of vehicles using this road. Money has been borrowed on these tolls, which, for the sake of economy and convenience, have been collected with the turnpike tolls, and divided between the Trustees and the Dover Local Board of Health, the former taking $\frac{5}{7}$ths, the latter $\frac{2}{7}$ths.
		Buckland - -	1 0 0					
	Wingham Highway District	River - - -	1 0 0	65 – –	4½	3,744 – –	4¼	
		Ewell - - -	1 5 20	98 – –	4½	2,527 – –	9½	
		Lydden - - -	1 0 143	55 – –	7½	1,444 – –	9¼	
		Wootton (*d*) - -	1 1 0	45 – –	4	1,454 – –	7½	
		Barham - - -	2 5 0	90 – –	7½	5,416 – –	4	

(*a*) One fourth of the current tolls under contract with Dover Local Board of Health; average 140 *l.* per annum.
(*b*) These parishes being within the borough, the road would be maintained out of the General District Rate, which is levied on the whole town of Dover.
(*c*) The General District Rate would be increased by about 1 *s.* 2 *d.* in the pound if the 140 *l.* per annum ceases to be paid.
(*d*) The road is the north-east boundary of the parish of Wootton, which it separates from the parish of Shepherdswell.

Dover and Sandgate	Wingham Highway Division	Hougham	2 6 198	176 – –	7¼	3,514 10 –	9½	
	Elham Highway Division	Caple	1 1 92	68 – –	7½	1,660 – –	10	
		Folkestone (parish)	0 2 126	12 – –	2 *s.* 6 *d.*	1,475 – –	2	
	Folkestone (borough of)	Folkestone (township of).	3 1 93	282 – –	(*See* Remarks.)	41,795 15 –	- -	The corporation of Folkestone are surveyors of the highways (except turnpike roads) within their borough, and under "The Folkestone Improvement Act, 1855" they levy an improvement rate, out of which rate the highways are repaired.
			8 2 169	538 – –				
Goudhurst	Cranbrook	Goudhurst	8 0 0	86 14 1	9	12,596 – –	1½	
Goudhurst Gore and Stilebridge	Cranbrook	Marden	5 6 0	117 4 6	9	14,421 – –	1¾	
		Goudhurst	1 2 0	26 14 –	9	12,596 – –	½	
Kippings Cross and Willesley Green.	Tunbridge	Brenchley	3 4 0	47 11 4	1 *s.* 4½ *d.*	11,297 – –	1	
	Cranbrook	Horsmonden	2 0 0	31 14 2	1 *s.* 3 *d.*	5,862 – –	1¼	
		Goudhurst	3 4 0	63 8 4	9	12,596 – –	1¼	
		Cranbrook	2 0 0	31 14 4	8½	17,572 – –	½	
Sevenoaks	Sevenoaks	Sevenoaks	3 3 0	152 14 1	1 *s.* 1 *d.*	23,353 15 –	1¾	
		Otford	2 0 0	90 9 10	5¾	5,929 10 –	3½	
		Shoreham	1 4 0	67 17 4	5½	7,043 10 –	2¼	
		Halsted	1 2 0	56 12 –	3½	1,591 – –	2	
	Bromley	Farnborough	1 4 0	67 17 6	4	3,369 – –	4¾	
		Chelsfield	2 0 0	90 9 10	1 *s.*	4,307 – –	5	
Tonbridge and Ightham	Tonbridge Highway District	Hadlow	1 5 15	46 15 11	6	13,503 5 –	¾	
		Shipborne	1 2 11	35 18 11	10	2,885 5 –	2¾	
	Ightham Highway District	Ightham	1 1 10	32 7 3	1 *s.* 6 *d.*	5,117 14 –	1	
		Wrotham, comprising the boroughs of Hale and Winfield.	0 7 32	27 5 9	8	17,570 15 –	½	
		Tonbridge	1 2 7	35 12 –	7¼	41,302 15 –	¼	
Wadhurst and West Farleigh.	Mark Cross	Wadhurst	3 0 26	33 16 8	1 *s.* 3¼ *d.*	12,270 – –	½	
	Tunbridge	Lamberhurst	0 3 23	3 14 1	1 *s.* 7¾ *d.*	7,096 – –	—	
	Cranbrook	Horsmonden	3 2 2	39 1 10	1 *s.* 3 *d.*	5,862 – –	1½	
		Marden	0 4 0	9 6 –	9	14,421 – –	¼	
	Malling	Yalding	5 2 28	97 19 3	1 *s.* 1 *d.*	13,476 – –	1¾	
		West Farleigh	0 2 14	6 1 6	4¾	3,839 17 6	½	
Wrotham Heath	Malling	Wrotham	1 6 154	53 5 2	8	17,570 15 –	¾	
		Ightham	2 4 137	74 14 4	6¼	5,095 – –	3½	
	Sevenoaks	Seal	2 0 0	57 19 6	6	6,466 17 –	2	
		Sevenoaks	2 0 0	57 19 6	1 *s.* 1 *d.*	23,353 15 –	½	
		Chevening	1 0 132	31 3 2	4¾	5,731 – –	1¼	
		Sundridge	1 0 137	31 4 10	5¾	6,215 5 –	1¼	
		Brasted	1 6 149	53 5 11	7½	6,702 13 4	1	
		Westerham	2 0 72	59 3 1	6½	10,927 15 –	1¼	
	Godstone	Lympsfield	2 2 22	65 11 6	10	5,372 2 6	2¾	
		Oxted	1 0 126	31 3 0	1 *s.*	10,283 14 –	¾	
		Tandridge	1 2 22	36 11 10	10	5,260 – –	1½	
		Godstone	0 6 44	22 9 –	10	10,283 14 –	½	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF LANCASTER:			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Barton Bridge, Worsley, and Moses Gate.	Barton Township - -	Parish of Eccles -	0 5 62 Main Road.	43 9 9	1*s.*	37,083 – –	3	The rateable value here given for Barton and Winton, is that for the district of the Local Board for Barton, Eccles, Winton, and Monton.
	Winton Hamlet - -	Parish of Eccles -	0 6 144 Main Road.	51 3 9	1*s.*		3	
	Worsley Township (Higher Division).	Districts of Worsley and Walsden, and formerly in the Parish of Eccles -	1 7 111 Main Road. 0 1 195 Branch Road.	111 6 –	6	5,338 – –	6	
	Worsley Township (Lower Division).	District of Worsley, and formerly in the Parish of Eccles - - -	3 0 8 Main Road. 1 0 40 Branch Road.	250 13 3	4	17,200 – –	6	
	Astley Township - -	In the District of Astley and Parish of Leigh.	0 5 58 Main Road.	149 10 4	6	7,550 6 8	2	
	Boothstown (Hamlet), in the Township of Worsley.	In the District of Worsley, and formerly in the Parish of Eccles.	0 4 18 Main Road.	40 19 11	4¾	2,577 17 –	3	
	Tyldesley Township - -	Parish of Tyldesley, near Leigh.	0 7 169 Main Road.	58 8 3	1*s.* 1½*d.*	17,146 10 –	3	
	Little Hulton - - -	Parish of Dean -	0 3 206 Main Road. 0 6 97 Branch Road.	69 3 2½ 113 3 2½	3	12,323 – –	6	
	Farnworth Township - -	District of Farnworth, formerly in the Parish of Dean.	1 0 181 Main Road. 0 7 77 Branch Road.	155 0 3 129 2 8½	3	30,800 8 –	6	
	Kearsley Township - -	In the Parish of Dean	0 0 64 Branch Road.	5 2 2½	2	17,566 1 6	6	
Blackburn to Walton Cop	Walton Division - -	Township of Walton-le-Dale.	3 0 0	154 13 8½	7	25,398 – –	1½	53 yards of bridge maintained by county.
	Leyland Hundred Highway District.	Township of Hoghton	3 0 22	182 8 3½	10	4,764 9 7	9⅙	143 yards of bridge maintained by county; 25 yards by East Lancashire Railway Company.
	Blackburn Division - -	Township of Livesey	1 6 132	146 3 1½	3¾	14,395 – –	2½	167 yards of bridges maintained by county.
	Blackburn Division - -	Township of Wilton	0 5 160	63 4 2	2	5,144 – –	5	90 yards of bridges maintained by county.

	Each Township under 5 & 6 Will. 4, c. 50 - - -	Over Hulton Township	1	6	13	298	2	8	6	4,969	15	–	1 *s.* 3 *d.*
		Middle Hulton Township	0	6	28	173	10	–	10¾	4,259	15	–	10
	Highway District - -	Lowton Township -	2	5	61	44	13	3	9¼	7,169	5	–	2
		Burtonwood Township	0	6	44	21	2	–	8	10,433	3	3	½
Clitheroe to Blackburn and Mellor Brook.	- - - - - -	Pendleton Township	0	7	14	39	16	6	3¼	3,940	–	–	2½
		Wiswell Township -	0	7	0	35	18	6	2½	2,460	–	–	3½
		Whalley Township -	0	7	154	53	17	7	5¾	4,230	–	–	3 1/16
		Billington Township	4	1	200	59	15	8	2	5,070	–	–	2¾
		Wilpshire Township -	1	5	111	54	4	3	3¼	1,313	–	–	10
	There are no Highway Districts or Highway Divisions - - - - -	Little Harwood Township	1	1	13	63	1	7	5¾	2,182	–	–	7
		Salesbury Township	0	5	181	4	7	8	3	1,232	–	–	9/10
		Clayton-le-Dale Township.	1	6	68	10	15	6	10½	1,478	–	–	1 5/7
		Mellor Township -	0	1	6	–	15	6	1 *s.* 4¾ *d.*	3,020	–	–	1/16
		Osbaldeston Township	0	1	90	1	1	3	2½	1,109	–	–	¼
		Balderstone Township	0	4	2	3	–	4	5¼	2,431	–	–	⅓
Hulton - - - -	- - - - - -	Little Hulton Township	0	0	3,148	400	–	–	4	12,323	–	–	10
		Middle Hulton Township	0	0	2,548	250	–	–	1 *s.*	4,259	15	–	1 *s.* 2 *d.*
		Over Hulton Township	0	0	2,019½	90	–	–	4	4,969	15	–	5
		Westhoughton Township (All in the Parish of Deane.)	0	0	1,105	42	–	–	6	20,007	–	–	1
Liverpool, Prescot, Ashton, and Warrington.	West Derby Local Board -	West Derby - -	4	3	0	1,902	–	–	6	125,051	–	–	3½
	Prescot Highway District -	Huyton - - -	3	3	0	628	–	–	4¾	15,162	–	–	9¾
		Roby - - -	1	4	0	78	–	–	4	8,739	–	–	2⅛
		Knowsley - -	0	6	0	113	–	–	9¾	9,896	–	–	2¼
	Prescot Local Board - -	Prescot - - -	0	6	40	115	–	–	5½	9,114	–	–	3
	Childwall Highway District	Childwall - -	0	4	0	26	–	–	1 *s.*	3,858	–	–	1⅝
	Eccleston Highway Board -	Eccleston - -	2	7	0	517	10	–	7	15,826	–	–	7¾
	Parr Local Board - -	Parr - - -	1	2	0	145	–	–	6	13,633	–	–	2½
	Haydock Surveyors - -	Haydock - -	0	6	0	75	–	–	8	12,902	–	–	1½
	Ashton Highway Board -	Ashton - - -	2	7	0	197	–	–	6	40,000	–	–	1⅛
	Prescot Highway District -	Whiston - -	0	7	0	70	–	–	7½	9,135	–	–	1¾
		Rainhill - - -	2	4	0	185	–	–	5¾	11,016	–	–	4
		Bold - - -	2	4	130	143	–	–	7¼	9,691	–	–	3⅝
	Warrington Highway District	Great Sankey - -	2	6	0	212	–	–	6	5,498	–	–	9¼
Liverpool and Preston -	Walton - - - -	Walton - - -	2	6	0	1,596	13	4	1 *s.* 3½ *d.*	34,104	–	–	11¼
	Sefton - - - -	Aintree - - -	2	5	0	472	10	–	1 *s.* 1 *d.*	3,867	4	3	2 *s.* 5¼ *d.*
	Ormskirk - - - -	Maghull - - -	2	3	0	390	–	–	1 *s.* 2 *d.*	8,687	–	–	10½
		Lydiate - - -	1	1	0	40	–	–	1 *s.*	6,298	–	–	1½
		Aughton - - -	3	2	0	120	–	–	1 *s.*	16,321	–	–	1¾
		Ormskirk - -	0	2	0	12	–	–	2 *s.*	12,439	7	6	—
	Southport - - - -	Burscough - -	4	5	0	400	–	–	9	13,336	–	–	7
	Chorley - - - -	Rufford - - -	2	0	0	176	–	–	11	6,585	5	–	6¼
		Tarleton - - -	2	0	0	176	–	–	1 *s.* 1 *d.*	8,946	–	–	4½
		Bretherton - -	1	4	0	132	–	–	10	4,095	–	–	7½
		Hoole - - -	2	5	0	200	–	–	9½	5,388	–	–	8¾
		Longton - - -	2	0	0	238	–	–	10½	5,350	5	–	10½
		Hutton - - -	1	2	0	190	–	–	9	3,091	–	–	1 *s.* 2¾ *d.*
		Howick - - -	0	5	0	80	–	–	11½	1,017	–	–	1 *s.* 6¾ *d.*
		Penwortham - -	1	2	0	158	–	–	1 *s.* 2 *d.*	7,698	10	–	4¾

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF LANCASTER—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Manchester and Bury New Road.	Township of Broughton, in the Borough of Salford.	Broughton - -	1 3 188	587 1 9	$3\frac{2}{3}$	75,615 5 –	$1\frac{13}{16}$	
	Local Board of Prestwich -	Prestwich - -	1 5 83	662 9 11	1	20,063 – –	$7\frac{7}{8}$	
	Local Board of Whitefield -	Whitefield - -	0 2 126	127 8 4	$1\frac{1}{2}$	26,780 – –	$1\frac{1}{8}$	
Manchester to Rochdale, &c., Manchester District.	Crumpsall - - -	Crumpsall - -	1 1 183	360 10 –	1 s. $1\frac{1}{4}$ d.	18,963 9 6	$4\frac{3}{4}$	
	Cheetham - - - -	Cheetham - -	0 3 187	31 3 4	10	74,999 – –	$\frac{1}{8}$	
	Broughton - - -	Broughton - -	0 5 13	185 10 –	$3\frac{3}{4}$	80,578 – –	$\frac{5}{8}$	
	Prestwich - - - -	Prestwich - -	1 0 190	325 – –	$3\frac{3}{4}$	20,654 – –	4	
	Great Heaton - - -	Great Heaton - -	0 5 33	188 16 8	3	2,469 5 3	1 s. 6 d.	
Manchester and Salter's Brook.	Maintains its own highways	Openshaw - -	2 1 203	1,356 10 10	*	30,821 – –	$10\frac{1}{2}$	* No Highway Rate collected, the highways being repaired by a Local Board out of General District Rate.
		Andenshaw - -	1 1 31	1,232 19 2	† 2	12,214 – –	2 s.	† In addition to this rate there are $5\frac{1}{4}$ miles of highway repaired by occupiers of land *ratione tenure.*
		Stalybridge - -	0 5 143	90 2 2	9	70,176 – –	—	
	Stockport and Hyde Divisions of the Hundred of Macclesfield - - -	Stayley - - -	0 7 60	226 11 2	$4\frac{1}{3}$	9,374 10 –	5	
		Matley - - -	0 2 61	15 – 10	$6\frac{3}{4}$	1,532 – –	$2\frac{1}{4}$	
		Mottram - - -	2 7 135	149 – 6	5	8,694 10 –	4	
	Maintains its own highways	Hollingworth - -	0 6 43	62 18 6	‡	7,706 – –	2	‡ No Highway Rate collected, the highways being repaired by Local Board out of General District Rate.
	Stockport and Hyde Divisions of the Hundred of Macclesfield.	Tintwisle - -	8 3 181	151 6 10	4	8,721 10 –	4	
Moses Gate - - -	Great Lever (5 & 6 Will. 4, c. 50).	Great Lever - -	1 0 66	309 13 –	4	11,214 – –	7	
	Farnworth, Local - -	Farnworth - -	0 6 66	271 18 11	3	30,000 – –	$2\frac{1}{2}$	
	Kersley, Local - - -	Kersley - - -	1 0 110	253 10 9	2	17,566 – –	4	
Preston and Garstang -	Fulwood Local Board of Health.	Fulwood - - -	0 6 $93\frac{1}{2}$	285 14 4	7	7,884 – –	$\frac{3}{4}$	
	Preston Division - -	Broughton - -	1 4 $82\frac{1}{2}$	141 1 2	6	7,476 19 –	1	
	Preston Division - -	Barton - - -	2 1 143	90 13 –	$7\frac{1}{2}$	5,429 – –	$1\frac{2}{3}$	
	Garstang Highway District	Myerscough - -	1 4 $49\frac{1}{2}$	54 18 4	4	5,027 – –	$\frac{3}{4}$	
		Claughton - -	1 1 187	64 3 1	3	6,338 3 –	$\frac{1}{2}$	
		Catterall - - -	0 3 $93\frac{1}{2}$	71 5 –	2	3,587 2 –	$\frac{1}{4}$	
		Bonds - - -	1 0 11	69 13 7	2	8,420 – –	$\frac{1}{4}$	

Rochdale and Manchester	Harpurhey	Harpurhey	0	3	61	113 5 –	$2\frac{2}{3}$	3,584 3 11	$7\frac{7}{16}$	
	Blakeley	Blakeley	1	4	34	419 10 –	$4\frac{2}{3}$	9,557 6 2	$10\frac{9}{16}$	
	Alkington	Alkrington	0	7	90	255 15 –	$5\frac{3}{4}$	1,722 – –	$3\frac{9}{16}$	
	Middleton and Tonge Improvement Commissioners	Tonge	0	1	56	43 5 –	8	9,182 7 –	$1\frac{1}{8}$	
		Middleton	2	1	112	604 15 –	$10\frac{2}{3}$	17,612 6 2	$8\frac{1}{4}$	
	Hopwood	Hopwood	1	5	163	474 15 –	9	15,000 – –	$7\frac{10}{32}$	
	Thornham	Thornham	0	1	4	35 5 –	4	5,680 – –	$1\frac{1}{2}$	
	Marland	Castleton (Hamlet of Marland).	1	6	$172\frac{2}{3}$	510 5 –	$\frac{1}{2}$	18,800 – –	$6\frac{1}{2}$	
	Little Heaton	Little Heaton	0	3	138	125 5 –	3	2,251 2 8	$13\frac{3}{8}$	
	Great Heaton	Great Heaton	0	4	215	172 4 –	3	2,469 5 3	$16\frac{3}{4}$	
COUNTY OF LEICESTER:										
Ashby-de-la-Zouch	Leicester District	Abbey Liberty	0	5	101	63 12 –	1 *s.* 1 *d.*	2,347 – –	$6\frac{1}{2}$	
		Leicester District	1	3	187	81 10 –	– –	536 – –	3 *s* 1 *d.*	
		Glenfield	0	5	191	49 6 8	$5\frac{1}{4}$	1,700 – –	7	
		Groby	2	1	194	65 8 –	2	3,355 – –	5	
		Markfield	3	0	0	225 8 6	$7\frac{3}{4}$	3,809 – –	1 *s.* $2\frac{1}{4}$ *d.*	In addition to the road herein scheduled there are other turnpike roads passing through the Parishes of Markfield, Ravenstone, Packington, and Ashby-de la-Zouch.
	Ashby-de-la-Zouch	Hugglescote	2	4	132	244 10 5	1 *s.*	2,573 7 4	1 *s.* $10\frac{3}{4}$ *d.*	
		Donnington-on-the-Heath.	0	3	110	13 11 6	$4\frac{3}{4}$	1,425 6 4	$2\frac{1}{2}$ $2\frac{1}{2}$	
		Snibston	0	6	99	19 10 –	$3\frac{3}{4}$	1,921 17 7		
		Ravenstone	1	1	66	19 13 6	2	2,455 8 11	2	
		Packington	1	2	11	21 6 –	$3\frac{3}{4}$	3,428 12 $5\frac{1}{2}$	$1\frac{1}{2}$	
		Ashby-de-la Zouch	1	3	93	27 6 –	– –	21,102 14 3	$\frac{1}{3}$	
Bridgeford-lane and Kettering (South part of Northern Division).	Melton Mowbray	Broughton Nether	2	1	78	93 – –	7	3,436 4 2	$6\frac{1}{2}$	
		Ab Kettleby	1	4	219	70 – –	1 *s.*	1,524 10 9	11	
		Welby	0	3	160	22 – –	10	1,368 17 6	4	
		Sysonby	0	7	47	38 – –	1 *s.*	1,839 13 5	5	
		Melton Mowbray	2	0	68	105 – –	– –	16,821 12 11	$1\frac{1}{2}$	For Melton Mowbray the rate on land is 2 *d.*, and on houses 4 *d.* in the pound.
	Melton Mowbray (Local Board)	Burton Lazars	1	5	190	83 – –	7	4,468 15 4	$4\frac{1}{2}$	
		Little Dalby	0	6	74	33 – –	9	2,675 11 7	3	
		Leesthorpe	1	1	91	49 – –	6	3,887 11 7	3	
		Whissendine	0	6	209	39 – –	11	6,336 2 –	$1\frac{1}{2}$	
	These Parishes are not included in any Division or District, but maintain their own highways independently	Langham	2	4	61	110 – –	8	5,278 5 –	5	
		Barleythorpe	0	6	200	36 – –	4	2,899 – –	3	
		Oakham	0	5	0	39 14 8	6	8,572 3 4	1	
			15	6	77	717 14 8				

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF LEICESTER—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Hinckley and Narborough	- - - - - -	St. Mary, Leicester -	2 3 117	255 9 9	4½	44,858 – 8	—	
		Braunstone - -	2 0 203	152 – 8	3	3,118 – –	11¾	
		Enderby - -	1 4 189	49 1 –	7½	4,146 – –	3	
	Leicester - - - -	Lubbesthorpe - -	0 4 98	49 1 –	5¾	2,165 – –	5½	There are in the parishes of St. Mary, Leicester, Enderby, Narborough, Leicester Forest, West, Kirby Muxloe, Knowle and Bassett House, Barwell and Hinckley, other roads besides the Trusts herein scheduled, which are now repaired as turnpikes by tolls.
		Narborough - -	0 4 20	32 14 6	5	4,476 – –	1¾	
		Leicester Forest, East	1 5 169	88 11 6	NoHighways	1,045 – –	1 *s.* 8 *d.*	
		Kirby Muxloe -	0 5 77	25 2 6	4½	3,725 – –	1⅔	
		Leicester Forest, West	1 1 59	50 6 –	NoHighways	420 – –	2 *s.* 4½ *d.*	
		Knowle and Basset House.	1 0 0	28 19 6	2½	484 4 –	1 *s.* 2½ *d.*	
	Market Bosworth - -	Earl Shilton - -	2 2 0	64 13 4	2½	4,905 1 –	3¼	
		Barwell - - -	0 5 185	40 15 6	3½	4,585 17 –	2	
		Hinckley - -	1 3 63	66 1 3	3	11,335 17 6	1½	
Leicester and Peterborough (Leicester District).	Borough of Leicester - -	St. Margaret, Leicester	0 3 40	48 6 8	4½	100,660 6 8	$\frac{1}{10}$	There are in the parishes of St. Margaret, Leicester, Belgrave, and Humberstone other roads (in addition to the Trust herein scheduled) which are now repaired by turnpike tolls.
		Belgrave - -	0 1 66	5 13 3	3¾	9,305 – –	$\frac{1}{7}$	
		Humberstone - -	1 4 143	83 7 2	8¼	3,691 – –	5⅓	
	Leicester District - -	Thurnby - - -	1 2 110	50 5 –	1¼	1,331 – –	9	
		Bushby - - -	0 7 99	47 4 –	1	1,129 – –	10	
		Houghton-on-the-Hill	2 1 176	110 11 3	4¼	3,404 – –	8	
		Billesdon - -	1 7 165	127 10 –	10½	4,051 – –	8	
	East Norton - - -	Skeffington - -	1 7 11	106 – 4	4¾	3,998 – –	6½	
		Tugby - - -	1 3 44	71 5 3	9	2,342 – –	7¼	
		East Norton - -	1 7 5	50 3 9	2	1,991 – –	6	
Loughborough to Cavendish Bridge, and Loughborough to Ashby-de-la-Zouch, &c. (United).	- - - - - -	Loughborough -	2 0 59	90 – –	7⅓	36,440 – –	½ ⅓	
		Thorpe and Dishley	1 1 93	50 – –	3¼	2,152 – –	½ ¼	
		Knightthorpe - -	0 5 154	28 – –	7½	1,386 – –	4	
		Sheepshead - -	4 4 29	150 – –	6¼	10,858 – –	3¼	
		Belton and Gracedien	2 3 211	83 – –	5¼	4,524 – –	4¼	
	Loughborough - - -	Long Whatton -	1 6 57	55 – –	4¼	4,105 – –	3⅓	
		Hathern - - -	2 2 46	90 – –	1 *s.* ¼ *d.*	3,906 – –	5½	
		Garendon - -	0 4 208	25 – –	2¾	2,717 – –	2¼	
		Kegworth - -	2 4 198	70 – –	1 *s.*	5,300 – –	3	
		Lockington - -	1 0 144	25 – –	2½	3,116 – –	1¾	
		Hemington - -	0 6 154	18 – –	5	2,280 – –	2	
		Castle Donington -	0 3 154	10 – –	4	9,000 – –	¼	

	Rushcliffe	Sutton Bonnington	0	7	3	30	–	–	4¼	7,233	–	–	¼
		Normanton on Soar	1	3	53	32	–	–	3½	3,725	–	–	½
		Stanford on Soar	0	7	183	23	–	–	3½	2,880	–	–	½
		Rempstone	1	0	169	35	–	–	2¼	2,929	–	–	2¾
	Ashby-de-la-Zouch	Osgathorpe	1	3	186	37	–	–	7½	1,734	–	–	5
		Thringstone	2	4	149	90	–	–	5½	2,770	–	–	7¾
		Worthington	1	3	113	30	–	–	2½	3,477	–	–	2
		Coleorton	2	4	149	80	–	–	6	3,020	–	–	6¼
		Swanington	0	3	73	16	–	–	2¾	5,532	–	–	½ ⅓
		Ashby-de-la-Zouch	0	2	12	10	–	–	6	21,613	–	–	⅛
COUNTY OF LINCOLN:													
Bourn	Bourn	Bourn	1	3	26	58	10	–	8	17,014	–	–	¾
	Beltisloe, Hundred	Wytham on the Hill, including the Townships of Manthorpe, Toft, and Lound	3	1	94	95	–	–	6	5,945	–	–	4
	Ness, Hundred	Carlby	1	0	96	30	–	–	7	2,578	–	–	3
	Oakham (Rutland)	Essendine	1	0	100	34	10	–	3	4,727	–	–	1¾
		Ryhall	2	0	147	72	10	–	10½	3,626	–	–	5
	Stamford, Borough	All Saints, Stamford	1	0	3	32	10	–	3½	6,599	12	–	1½
		St. Michael, Stamford	0	0	102	2	–	–	No rate.	4,737	5	–	⅛
Bridge End		Spittlegate	2	3	66	119	1	1¼	6	15,685	–	–	7¼
		Somerby	0	4	176	10	12	9	1 *s.*	3,193	10	–	10
		Welby	2	1	22	79	9	6	10	3,166	12	4	1 *s.* 4¾ *d.*
		Ropsley	0	4	130	18	18	11¼	7	4,136	6	5	8
		Haydor	0	6	0	13	17	7	11	3,462	1	4	1 *s.*
		Braceby	0	3	0	7	16	8	8¾	1,231	12	8	10¼
		Haceby	0	2	0	6	8	3	4¾	971	16	8	6¼
		Dembleby	1	0	180	19	6	6¼	6¾	1,331	18	9	10¼
		Newton	2	2	66	36	7	5	10¾	1,775	17	6	1 *s.* 3½ *d.*
		Threekingham	1	7	133	27	6	2¼	1 *s.* 1 *d.*	2,319	16	6	1 *s.* 3¾ *d.*
		Spanby	0	4	176	10	3	3	11	1,176	12	–	1 *s.* 1¼ *d.*
		Horbling	0	7	110	13	15	11	1 *s.* 6 *d.*	5,393	15	–	1 *s.* 6½ *d.*
		Swaton	1	2	88	18	10	8¼	9	4,894	10	–	10
Deeping and Morcott	Oakham (Rutland)	Morcott	0	1	44	5	–	–	6	2,683	–	–	½
		South Luffenham	2	4	217	104	–	–	1 *s.* 3 *d.*	1,902	18	11	1 *s.* 3 *d.*
		North Luffenham	0	2	156	11	5	–	1 *s.*	2,984	6	–	1
		Ketton	2	6	4	104	–	–	4	6,436	–	–	4
		Tinwell	1	1	185	45	–	–	4	2,655	13	2	4
	Stamford, Borough	All Saints, Stamford	0	4	66	20	–	–	3½	6,599	–	–	¾
		St. Michael and St. George's, Stamford	0	6	149	34	–	–	2	4,415	–	–	2
	Hundred of Ness	Uffington	2	3	169	153	–	–	4	7,742	–	–	4¾
		Tallington	1	6	165	83	–	–	3	4,627	–	–	4¾
		West Deeping	1	1	214	66	–	–	9	2,571	–	–	6
		Market Deeping	1	0	180	56	–	–	9	4,351	–	–	3
		Deeping, St. James	0	3	49	25	–	–	1 *s.* 2½ *d.*	8,162	–	–	¾

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF LINCOLN—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Foston Bridge and Witham Common.	- - - - -	Great Gonerby -	3 2 200	116 3 11	5	7,000 – –	4	
		Manthorpe-cum-Little Gonerby.	0 5 202	25 19 10	6	9,145 – –	1	
		Grantham - -	- -	- -	- -	14,516 – –	- -	Repairs this road in its own parish.
	The road does not pass through any highway district formed under the New Highway Act, 25 & 26 Vict. c. 61.	Spittlegate - -	1 3 209	52 9 9	10	15,685 – –	1	
		Little Ponton - -	1 2 110	46 – 5	3	4,188 – –	3	
		Great Ponton - -	1 1 212	43 15 3	6	5,334 – –	2	
		North Stoke - -	0 5 149	24 18 8	3	2,915 – –	2	
		South Stoke - -	0 3 46	14 1 11	6	1,593 – –	2½	
		Easton - - -	0 7 29	31 6 7	4	2,294 – –	3½	
		Woolsthorpe and Colsterworth.	1 3 177	51 16 11	8	5,196 – –	2½	
		Twyford - -	1 2 123	46 8 2	7½	—	—	
		North Witham -	0 5 136	24 16 2	1 *s.*	3,063 – –	2	
		South Witham -	0 4 131	20 3 8	8	2,445 – –	2	
Leadenham and Southwell, Eastern District.	- - - - - -	Newark - - -	1 2 0	80 – –	4	34,902 15 –	½	
	Newark Highway District	Coddington - -	2 2 0	80 – –	6½	2,840 3 –	7	
		Barnby - - -	0 4 0	15 – –	4½	2,804 3 –	1¼	
		Beckingham - -	2 0 0	60 – –	- -	3,580 18 –	- -	There has been no Highway Rate levied in the parish of Beckingham for more than 10 years, the cost of repairing the roads being defrayed out of certain rents set apart for that purpose.
		Stragglethorpe -	0 6 0	40 – –	1 *s.* 1 *d.*	1,293 19 –	8	
		Brant Broughton -	0 4 0	25 – –	6½	6,214 9 11	1	
		Leadenham - -	3 2 0	150 – –	8½	6,256 7 –	5¾	
Lincoln Heath and Market Deeping, Bourn District.	- - - - -	Market Deeping -	1 1 31	66 – –	9	4,351 – –	3¾	
	Ness, Hundred - - -	Langtoft - - -	1 1 145	59 – –	1 *s.*	3,720 – –	4	
		Baston - - -	1 3 179	67 – –	8	4,388 – –	3¾	
		Thurlby - - -	2 4 44	120 – –	11	5,296 – –	5	
	Aveland, Hundred - -	Bourn - - -	2 3 187	147 – –	8	19,890 – –	2¼	
		Morton - - -	1 1 46	59 – –	5	8,081 – –	2	
		Hacconby - -	0 5 0	30 – –	8	4,119 – –	2	
		Dunsby - - -	0 3 36½	18 – –	9	4,135 – –	1	
		Rippingale - -	1 5 108	50 – –	6	5,688 – –	2¼	
	Beltisloe, Hundred - -	Edenham - -	4 1 23	108 – –	4½	8,829 – –	3	
		Swinstead - -	1 0 0	26 – –	10	2,064 – –	½	
		Corby - - -	4 4 164	140 – –	6	4,957 – –	2¾	
	Winnibriggs and Threo -	Colsterworth - -	1 6 62½	54 – –	9	5,199 – –	2½	

COUNTY OF MONMOUTH.

Chepstow	Blakeney Local Board	Newnham	2 4 165	53 2 11	8	6,943 12 6	2	
		Awre	3 6 167	77 5 6	7	10,407 10 –	2	
	Lydney Highway District	Lydney	2 5 110	54 15 6	6	13,655 – 10	1	
		Ailburton	1 0 0	20 8 –	6	3,104 15 7	2	
		Alvington	0 7 75	18 10 2	4	2,520 14 8	2	
		Woolastone	1 4 143	32 5 1	6	5,524 11 3	2	
		Tidenham	6 7 121	141 13 –	2	9,609 8 8	4	
	Chepstow Local Board	Chepstow	0 6 33	15 13 7	6	10,902 5 –	½	
	Chepstow Highway District	St. Arvans	2 1 176	45 7 –	1 s.	2,423 – –	4	
		Newchurch, East	3 5 45	74 11 –	6	2,175 – –	9	
	Raglan Highway District	Wolves-Newton	0 3 154	9 11 3	9	1,697 6 10	2	
		Llanvihangel Twymyndd.	3 1 64	64 8 6	6	854 6 3	1s. 8 d.	
		Llanishen	0 3 78	8 11 9	3	1,425 11 9	2	
	Pontypool Highway District	Llansog	1 5 57	33 16 –	5	1,261 – –	8	
	Raglan Highway District	Llandenny	1 1 31	23 6 9	4	2,518 8 5	3	
		Raglan	1 4 139	32 – –	6	5,545 13 11	2	
	Chepstow Highway District	Mathera	2 4 10	51 2 6	6	3,916 – –	4	
		St. Pierre	0 5 132	14 7 6	2	1,445 – –	3	
		Portstrewett	1 3 82	29 1 9	4	2,256 – –	4	
		Caldecot	1 4 22	31 2 9	8	4,369 – –	2	
		Ifton	0 6 212	17 17 –	6	945 – –	6	
		Roggiett	0 3 180	9 19 3	2	1,442 – –	2	
		Llanvihangel Roggiett	0 5 140	14 10 –	2	930 – –	4	
	Christchurch Highway District.	Undy	1 6 97	36 19 6	4	2,843 – –	4	
		Major	0 3 121	9 8 9	1 s. 1½ d.	2,936 – –	1	
	Chepstow Highway District	Caerwent	0 6 160	17 4 3	8	2,807 – –	2	
		Llanvein Discoed	0 5 163	14 13 3	4	945 – –	5	
	Christchurch Highway District.	Llanvaches	1 6 210	38 5 –	5	1,509 – –	7	
			48 4 7	989 17 6				
Newport		St. Woollos	4 4 0	182 8 –	1¾	10,395 – –	4¼	
	Newport Highway District	Borough of Newport	2 0 0	157 13 –	*	37,833 – –	1	* All the other highways in the borough are in the hands of the Board of Health, and the average cost cannot be given.
		Duffryn	2 0 0	78 16 –	7½	3,384 – –	5	
		Coedkernew	1 0 0	39 7 6	5	856 – –	11	
		Marshfield	1 4 0	60 15 –	10½	2,126 – –	7	
		St. Mellons	2 0 0	78 16 –	7¼	4,906 – –	4	
		Rumney	1 2 0	45 14 –	7½	4,042 – –	2¾	
		Graig	2 4 0	61 17 6	8½	2,951 – –	5	
		Machen, Upper	2 0 0	49 10 –	6½	4,969 – –	2½	
		Machen, Lower	2 0 0	37 2 6	4	4,472 – –	2	
		Bedwas	1 2 0	23 4 –	6	4,486 – –	1¼	
		Rogerstone	2 4 0	42 3 9	3½	5,831 – –	1¾	
		Risca	1 4 0	33 15 –	2⅓	8,286 – –	1	The Abercarne Turnpike Road runs through part of this parish also.
		Malpas	1 6 0	59 1 3	3½	2,805 – –	5	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF MONMOUTH—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Newport—*continued.*	- - - - -	Lantarnam - -	1 2 0	45 14 –	2¼	8,050 – –	1½	
	Caerleon Highway District	Llanvrechva, Lower	2 4 0	42 3 6	2¼	3,286 – –	3	The Pontypool Turnpike Road also runs through part of this parish.
		Llangattock, Caerleon, and Caerleon.	2 4 0	95 12 6	3	5,811 – –	4	
		Llanthewy - -	0 4 0	19 14 –	1 *s.* 2¾ *d.*	1,026 – –	4½	
		Llanhenock - -	2 0 0	78 15 –	6¾	1,582 – –	1 *s.*	
	- - - - -	Christchurch - -	7 4 0	515 4 –	6	9,885 – –	1 *s.* ½ *d.*	
	Christchurch Highway District.	Langstone - -	2 4 0	112 12 –	5½	1,287 – –	1 *s.* 9 *d.*	
		Penhow - - -	2 0 0	67 10 –	4	1,537 – –	10½	
		Llanvaches - -	0 4 0	14 1 6	6	1,509 – –	2¼	The Chepstow Turnpike Road also runs through part of this parish.
COUNTY OF NORFOLK:								
Aylsham and Cromer -	County of the City of Norwich.	Liberty of the City of Norwich.	1 3 165	93 – –	1 *s.* 8 *d.**	178,700 – –	⅛	*Board of Health rates, which include watching, lighting, &c.
		Hellesdon - -	– 7 110	47 – –	5½	1,580 – –	7¼	
	Taverham - - - -	St. Faiths - -	2 6 0	114 – –	2½	3,956 – –	7	
		Horsford - - -	4 3 0	156 – –	3	4,862 – –	7¾	
		Haynford - -	0 6 0	21 – –	4	2,534 – –	2	
	South Erpingham - -	Stratton Strawless -	0 7 55	36 – –	2	1,778 – –	5	
		Hevingham - -	1 3 110	47 – –	2½	3,712 – –	3	
		Marsham - -	1 1 55	36 – –	1	2,654 – –	3¼	Surveyors have lands, the rents of which are nearly adequate to maintain the parish roads.
		Aylsham - - -	2 2 0	67 – –	4	11,890 – –	1½	
		Blickling - -	0 6 55	26 – –	4	2,756 – –	2¼	
		Ingworth - -	1 1 55	31 – –	2	1,055 – –	7	
		Erpingham - -	2 2 0	57 – –	2½	2,830 – –	5	
		Alby - - -	0 5 55	30 – –	2	1,611 – –	4½	No stone in the parish.
	North Erpingham - -	Hanworth - -	1 5 55	41 – –	2½	1,814 – –	5½	
		Roughton - -	1 4 110	31 – –	2	1,841 – –	4	
		Northrepps - -	1 4 165	36 – –	5	3,496 – –	2½	
		Cromer - - -	1 1 5½	26 – –	4	4,950 – –	1½	
			26 6 115½	895 – –*	- -	- -	- -	*Including 70 *l.* for watering, &c.

Norwich and Watton	No highway districts have been formed along the line of road.	Heigham	1 4 0	45 – –	- -	*No rate exclusively for highway purposes.	- -	*These two parishes are within the jurisdiction of the Board of Health of the City of Norwich, and the repairs are charged upon the borough rate.
		Earlham	0 5 20	18 7 6				
		Colney	1 4 30	37 12 6	†No rate	1,284 10 –	7	†Only three occupiers, and each does his proportion of repairs.
		Bawburgh	0 5 110	11 10 –	‡ - -	2,102 – –	1½	‡No return, although two applications made.
		Melton Parva	1 3 110	23 10 –	3¼	1,253 12 6	4½	
		Melton Magna	1 3 0	23 15 –	2	4,022 5 –	1½	
		Wramplingham	0 4 0	4 15 –	4	1,587 5 –	¾	
		Barford	1 1 100	11 – –	2	2,042 – –	1¼	
		Carleton Forehoe	1 2 0	11 15 –	2	1,119 – –	1¼	
		Kimberley	2 0 0	17 – –	1½	2,294 – –	1¾	
		Hackford	1 5 0	15 16 –	¾	1,261 15 –	3	
		Hingham	2 6 0	28 – –	2	8,596 – –	¾	
		Scoulton	2 2 0	19 – –	§ - -	2,633 – –	1¾	§No return, although two applications made.
		Carbrooke	1 7 15	18 – –	2	4,973 5 –	1	
		Watton	1 3 20	15 – –	1	6,000 – –	¾	
			Ms. fur. poles.					
Norwich and Yarmouth	Our locality is not divided into highway divisions or districts.	Thorpe Hamlet	1 0 0	59 7 –	- -	- -	- -	No return can be obtained for Thorpe Hamlet and Caister of the average highway rate, and the rateable value.
		Thorpe	2 0 32	121 18 –	2	6,001 – –	5	It will be observed that the cost of maintenance per mile is much higher for Thorpe Hamlet, Thorpe, and Caister, than for the intermediate parishes, but this is owing to their immediate proximity to Norwich and Yarmouth, and the consequent increase of traffic in those three parishes.
		Postwick	1 2 32	22 2 –	2	3,309 – –	2	
		Plumstead	0 2 31	2 17 –	2	2,678 – –	½	
		Witton	1 0 30	17 3 –	4	1,412 – –	3½	
		Blofield	1 5 20	27 19 –	4	5,725 – –	1½	
		Burlingham St. Andrew	0 6 36	12 14 –	1½	1,770 – –	2	
		Burlingham St. Peter	0 5 9	8 10 –	2	986 – –	2½	
		Acle	2 1 10	39 4 –	2	6,746 – –	1½	
		Billockley	1 0 32	17 5 –	½	742 – –	6	
		Burgh	1 4 20	26 5 –	2	3,232 – –	2½	
		Filby	2 4 10	45 – –	2	2,820 – –	4	
		Caister	1 5 0	78 12 –	—	—	—	
				478 16 –				
COUNTY OF NORTHAMPTON:			*Ms. fur. yds.*					
Buckingham and Hanwell, Lower Division.	Brackley	Aynho	3 0 44	110 3 –	3	5,016 9 1	5¼	
	Banbury and Bloxham	Adderbury, East	2 7 176	153 15 10	4	6,062 11 2	6	
		Bodicote	1 4 0	66 18 5	6	4,271 2 11	3¾	
	Banbury Local Board of Health.	Neithrop	1 7 0	204 8 5	5½	16,639 14 –	3	
	Banbury and Bloxham	Drayton	1 0 99	41 3 2	5½	1,724 13 1	5¼	
		Hanwell	0 7 0	22 12 –	9	2,137 3 3	2½	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF NORTHAMPTON—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Hardingstone and Old Stratford.	- - - - -	Cosgrove - - -	0 2 206	15 5 –	6¼	3,781 5 –	1	
	Towcester - - -	Furtho - - -	1 4 132	56 15 –	2	1,260 14 –	10¾	
		Yardly Gobion - -	1 2 83	53 5 –	6⅞	2,634 2 6	4⅞	
		Grafton Regis - -	1 1 70	42 – –	4⅓	2,388 15 –	4¼	
		Alderston - -	0 5 72	27 10 –	7	1,307 10 –	5	
		Stoke Bruern - -	1 5 196	83 – –	10	2,036 6 1	9¾	
	Hardingstone - - -	Roade - - -	1 2 138	54 10 –	- -	5,271 10 8	2½	
		Courteenhall - -	0 6 55	31 5 –	- -	2,984 15 2	2½	
		Collintree - -	1 2 59	52 10 –	- -	1,446 – 2	8¾	
		Wootton - - -	1 0 198	56 – –	- -	4,354 16 –	3	
			11 2 109					
Kettering and Northampton	- - - - -	Kettering - -	1 1 0	36 8 8	6	17,772 – –	½	This only represents the additional rate in respect of the Kettering and Northampton Road. If all the other turnpike roads in this parish were repaired at the expense of this parish the rate would be higher.
	Kettering Highway District	Broughton - -	3 0 22	112 7 –	8¼	3,647 – –	7½	
		Pytchley - -	0 2 110	14 – –	1 *s.*	5,163 – –	¾	
	Irthlingborough Highway District - - -	Walgrave - -	0 3 176	20 – –	1 *s.* 10½ *d.*	3,323 – –	1½	
		Hannington - -	1 5 0	53 – –	1 *s.* 8½ *d.*	1,544 – –	8¼	
		Sywell - - -	1 3 88	55 – –	10¼	3,248 – –	4	
	Brixworth Highway District	Overstone - -	1 3 0	60 – –	8¾	2,696 – –	5¼	
		Moulton - - -	1 4 132	76 – –	1 *s.* 4 *d.*	6,676 – –	3	
	Hardingstone Highway District - - - -	Weston Favell - -	0 3 110	21 – –	1 *s.* 2½ *d.*	2,666 – –	2	
		Abington - -	0 5 88	31 – –	8	2,748 – –	3½	
		Kingsthorpe - -	0 6 88	33 – –	6¼	8,330 – –	1	
Little Bowden and Rockingham.	- - - - -	Little Bowden - -	0 5 170	18 – –	4½	4,614 – –	1	
	Little Bowden - - -	Dingley - - -	1 5 47	45 – –	6½	2,539 – –	4¼	
		Brampton - -	1 5 187	49 – –	3	3,163 – –	3¾	
		Stoke Albany - -	0 7 66	20 – –	10¼	2,845 – –	1¾	
		Wilbarston - -	1 2 11	20 – –	6⅓	4,344 – –	1¼	
	Kettering - - -	Carlton - - -	0 5 175	14 – –	8¾	3,087 – –	1¼	
		Middleton - -	0 6 110	14 – –	7½	3,020 – –	1¼	
		Cottingham - -	1 1 115	19 – –	6½	3,337 – –	1½	
		Rockingham - -	0 6 99	14 – –	4¼	1,687 – –	2	

field.	Hardingstone	Great Houghton	1 4 17	44 – –	$4\frac{3}{4}$	4,117 2 6	$2\frac{1}{2}$	
		Little Houghton	1 1 154	36 – –	$6\frac{1}{2}$	3,432 10 6	$2\frac{1}{2}$	
		Brayfield-on-Green	0 6 202	22 – –	Cannot obtain.	2,328 – –	$2\frac{1}{4}$	
		Denton	1 0 176	33 – –	$10\frac{1}{2}$	1,551 18 6	$5\frac{1}{4}$	
		Castle Ashby	0 4 0	14 – –	$8\frac{3}{4}$	3,137 14 3	$1\frac{1}{8}$	
		Yardley Hastings	2 6 198	80 – –	$10\frac{3}{4}$	3,446 12 6	$5\frac{3}{4}$	
	In Bucks, where the Highway Act is not in force	Warrington	1 0 198	33 – –	$\frac{1}{8}$	847 18 8	$9\frac{1}{2}$	
		Lavendon	1 5 132	51 – –	$1\frac{1}{2}$	3,634 15 –	$3\frac{1}{2}$	
		Cold Brayfield	1 1 0	35 – –	$1\frac{1}{2}$	1,116 – –	8	
			12 1 214					
Oundle and Middleton Lane	Kettering	Middleton	0 1 44	10 4 4	$6\frac{3}{4}$	3,026 – –	$\frac{3}{4}$	
		Cottingham	1 7 0	54 15 6	$7\frac{1}{2}$	3,340 – –	$3\frac{1}{4}$	
		Corby	2 2 0	59 12 10	$9\frac{3}{4}$	3,527 – –	4	
		Little Weldon	1 4 110	30 3 3	5	2,401 – –	3	
		Great Weldon	1 7 0	31 2 6	$3\frac{3}{4}$	2,895 – –	$2\frac{1}{2}$	
	King's Cliffe	Benefield	3 0 66	70 14 10	$7\frac{3}{4}$	5,933 – –	$2\frac{3}{4}$	
		Biggin	0 6 198	34 3 2	$7\frac{1}{2}$	1,092 – –	$7\frac{1}{2}$	
Peterborough and Wellingborough and Elton Branch.	Norman Cross	Fletton	0 2 $104\frac{1}{2}$	15 13 9	$1\frac{1}{2}$	11,239 – –	$\frac{1}{2}$	
		Woodstone	0 6 11	34 9 8	2	2,574 – –	$3\frac{1}{4}$	
		Long Orton	1 1 165	45 10 6	1	4,512 – –	$2\frac{1}{2}$	
		Cherry Orton	1 0 $16\frac{1}{2}$	31 15 9	3	2,407 – –	$3\frac{1}{4}$	
		Alwalton	0 7 187	31 – 4	$2\frac{1}{2}$	1,720 – –	$4\frac{1}{4}$	
		Chesterton	1 0 143	32 1 4	$\frac{3}{4}$	2,136 – –	$3\frac{1}{2}$	
		Elton	2 2 99	68 8 2	$11\frac{3}{4}$	5,361 – –	3	
	King's Cliffe	Warmington	2 1 88	50 5 –	$8\frac{1}{2}$	5,493 – –	$2\frac{1}{4}$	
		Tansor	0 7 66	18 8 2	$10\frac{1}{4}$	2,187 – –	2	
		Elmington	0 3 99	10 14 4	$2\frac{3}{4}$	809 – –	3	
		Ashton	0 2 121	13 7 11	1 *s.*	1,957 – –	$1\frac{3}{4}$	
		Oundle	0 1 88	10 8 10	$4\frac{1}{4}$	12,503 – –	$\frac{1}{4}$	
		Barnwell, St. Andrew	1 5 110	51 2 8	8	2,412 – –	5	
		Barnwell, All Saints	0 6 33	21 8 5	4	1,922 – –	$2\frac{1}{2}$	
		Wigsthorpe	0 6 99	22 6 1	6	2,176 – –	$2\frac{1}{2}$	
		Thorpe Achurch	1 1 132	31 12 –	7	2,113 – –	$3\frac{1}{2}$	
	Thrapston	Titchmarsh	1 6 77	41 17 2	8	6,223 – –	$1\frac{1}{2}$	
		Thrapston	0 4 132	20 6 4	$4\frac{1}{2}$	5,335 – –	1	
	Kettering	Cranford	0 3 110	12 19 6	$6\frac{1}{4}$	1,000 – –	3	
	Thrapston	Woodford	0 5 99	21 3 10	$6\frac{1}{2}$	4,679 – –	1	
	Kettering	Burton Latimer	0 0 121	2 5 5	8	6,228 – –	$\frac{1}{2}$	
	Thrapston	Great Addington	0 4 121	25 12 11	1 *s.* 4 *d.*	1,948 – –	3	
	Irthlingborough	Finedon	3 1 209	135 2 11	7	7,516 – –	$4\frac{1}{4}$	A considerable increase within the last three years in the cost of the road in these parishes, in consequence of a great quantity of ironstone being carted over it to furnaces.
	Wellingborough	Wellingborough	1 0 209	90 – –	$7\frac{1}{4}$	8,911 – –	$2\frac{1}{2}$	
	Branch (Elton).							
	Norman Cross	Elton	1 5 44	19 16 –	$11\frac{3}{4}$	5,361 – –	1	
		Sibson	0 5 44	7 16 –	$1\frac{3}{4}$	2,951 – –	2	
		Stibbington	1 2 0	15 – –				

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF NORTHAMPTON—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Peterborough and Wellingborough and Clapton Branch.	King's Cliffe	Wigsthorpe	0 2 82½	3 12 –	6	2,176 – –	½	
		Thorpe Achurch	1 0 143	12 19 –	7	2,113 – –	1½	
	Thrapston	Clapton	2 0 187	25 5 6	4	2,098 – –	2¾	
		Titchmarsh	0 3 126½	5 8 –	8	6,223 – –	½	
	Leighton Stone	Bythorne	0 1 132	2 8 –	6	1,794 – –	¼	
		Molesworth	1 5 143	22 12 11	5¾	1,619 – –	¾	
Stamford and Kettering	Borough of Stamford Highway Division	St. Martin's, Stamford Baron.	0 1 8	15 17 –	1¼	5,755 – –	¾	
	Liberty of Peterborough Highway Division	Wothorpe	0 6 1	53 15 10	2¾	1,147 – –	11¼	
	King's Cliffe Highway District	Easton	1 4 5½	69 2 8	7¼	4,820 – –	3½	
		Collyweston	1 3 7½	38 19 1	6½	2,667 – –	3½	
		Duddington	1 3 1	33 1 4	1¼	2,415 – –	3½	
		Wakerley	0 4 2	11 10 9	1 *s.* 4 *d.*	1,737 – –	1¾	
		Fineshade	1 1 2	63 11 1	5	538 – –	2 *s.* 5 *d.*	
		Laxton	0 6 7½	25 8 3	10	1,192 – –	5¼	
		Blatherwicke	0 5 0	11 16 1	6	2,466 – –	1¼	
		Bulwick	1 7 0	51 6 10	5½	2,800 – –	4¼	
		Deenethorpe	0 7 4	18 4 11	8	1,801 – –	2½	
	Kettering Highway District	Great Weldon	2 7 9	65 15 9	3½	2,894 – –	5½	
		Little Weldon	0 0 7½	2 2 9	5	2,401 – –	¼	
		Stanion	2 0 2½	77 15 1	6¾	1,996 – –	9½	
		Newton	0 4 8½	19 2 2	7¼	1,899 – –	2½	
		Geddington	1 6 9	52 9 6	3½	3,811 – –	3¼	
		Weekley	1 2 8	22 17 4	2¾	2,676 – –	2¼	
		Kettering	1 2 6	59 – 5	6	17,772 – –	¾	This only represents the additional rate in respect of the Stamford and Kettering Road; if all the other turnpike roads in this parish were repaired at the expense of this parish the rate would be higher.
Towcester and Cotton End		Towcester Parish	0 0 209	11 6 9	3⅔	6,993 – –	$\frac{11}{20}$	
	Towcester Highway District	Easton Neston	1 6 53	169 19 6	2⅔	3,027 17 6	1 *s.* 2 *d.*	
		Easton Neston and Tiffield.	0 1 132	19 3 10	—	—	—	
		Tiffield	0 5 154	68 – 6	1 *s.*	1,686 7 10	9$\frac{5}{7}$	
		Blisworth	1 6 154	175 8 6	6	6,510 5 –	6$\frac{13}{27}$	
	Hardingstone Highway District	Milton	1 3 192	141 13 8	6⅔	3,549 10 9	10$\frac{1}{14}$	
		Wootton	0 6 71	75 8 11	8⅓	4,354 16 –	4$\frac{1}{6}$	
		Hardingstone	1 1 22	108 11 2	3$\frac{11}{12}$	10,125 2 5	2$\frac{4}{7}$	

Wansford and Stamford	Liberty of Peterborough	Wansford	0 4 5	20 – –	1 *s.*	717 – –	7
		Thornhaugh	0 7 94	35 10 –	2	2,205 – –	4
		Wittering	1 7 79	69 – –	1½	2,470 – –	7
		St. Martin's, Stamford	2 0 136	76 – –	2	5,756 – –	3
COUNTY OF NORTHUMBERLAND:							
Alnmouth and Hexham, Eastern District.		Alnmouth	0 4 0	3 18 6	3	1,431 10 6	¾
		Lesbury	1 5 198	26 – 6	5½	3,412 17 2	2
		Hawkhill	1 0 137	19 5 8	4	1,316 19 6	3½
		Alnwick	4 2 110	222 8 4	1 *s.* 1¾ *d.*	13,920 – –	4½
		Lemington	3 7 132	139 6 10	6	1,544 8 10	1 *s.* 9½ *d.*
		Edlingham	3 3 55	31 – 7	5	1,677 10 –	4½
		Manorial Allotment	0 2 55	2 18 6	- -	- -	- -
		Cartington	0 1 99	2 1 –	3	1,136 – –	½
		Mount Healy	0 2 44	4 4 8	7	335 10 –	3
		Rothbury	2 7 44	29 10 2	8¼	2,710 5 –	2½
		Broomepark	0 1 110	6 1 4	7	630 – –	2¼
		Learchilds	0 1 32	5 14 –	6	397 15 6	3½
Allendale	Hexham District	Allendale Town	5 0 0	179 14 1	6	4,267 15 –	10
		Catton and Broadside	1 6 0	87 15 8	6	2,634 – –	8
		Park	2 6 0	113 2 6	8	1,989 – –	1 *s.* 1¾ *d.*
		Low Forest	1 6 0	88 19 9	8	1,437 – –	1 *s.* 3 *d.*
		High Forest	4 0 0	143 13 8	6	3,597 – –	10
		West Allen	2 2 0	39 18 6	6	4,419 15 –	2¼
		Langley	1 2 0	66 14 1	4	2,510 – –	6¼
		Ellerington	0 1 132	- -	5½	1,331 – –	—
		Stinted Pasture	4 6 0	109 18 8	—	—	—
	Stanhope District	Forest Stanhope	2 0 0	77 5 1	6	17,471 5 –	1¼
	Alston	Alston	0 5 73	14 9 –	5	9,323 5 –	½
North Shields and Newcastle-upon-Tyne.	Walker Township Local Board	Walker Township	1 4 24	112 15 –	5	24,502 9 –	1·10
	Wallsend Local Board	Wallsend Township	1 1 132	89 7 8	1	12,670 – –	1·69
	Willington and Howdon Local Board	Willington and Howdon Townships.	1 1 96	87 17 4	6	11,000 – –	1·91
			3 7 32	290 – –		48,172 9 –	

There is no other road in this township than the turnpike, and the whole of the land is annexed to farms in adjoining townships.

The cost of repairs is considerably increased by the heavy carriage of the lead and lead ore from the works of T. W. Beaumont, esq., M.P., as all the owners of property in the township have a right upon the Stinted Pasture, each township contributing according to their rateable value towards the repairs of that portion of the road passing over the Stinted Pasture, with the exception of Langley, Forest Stanhope, and Alston.

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.			Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).			Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.			Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF NOTTINGHAM:			*Ms.*	*fur.*	*yds.*	£.	*s.*	*d.*	*d.*	£.	*s.*	*d.*	*d.*	
Bawtry and Scrooby		Scrooby	2	3	108	64	3	6	1½	4,361	–	–	3½	
	East Retford	Ranskill	1	1	21	30	–	6	3	2,940	–	–	2¾	
		Torworth	0	7	80	24	5	–	6½	2,675	–	–	2	
		Barnby Moor	1	5	0	42	15	8	5¼	3,010	–	–	3¼	
		Sutton	0	6	195	22	1	10	4	4,150	–	–	1¼	
	Under Board of Health	West Retford	1	5	23	43	3	2	—	—			—	
	East Retford	Ordsall	1	0	18	26	12	–	1½	9,255	–	–	¾	
		Eaton	1	0	180	29	–	1	2	2,650	–	–	2¾	
		Gamston	1	4	86	40	16	–	2	3,519	–	–	2¾	
		Askham	0	1	90	4	19	3	2¾	2,506	–	–	½	
		East Markham	0	3	119	11	12	–	1¾	6,128	–	–	½	
			12	7	40	339	9	–						
Bingham	Bingham Highway District	Bingham	0	4	0	17	16	6	3½	8,885	–	–	½	
		East Bridgeford	1	0	0	35	3	–	5¾	4,985	–	–	1¾	
		Car Colston	1	0	0	35	13	–	3½	2,997	–	–	2¾	
		Flintham	1	4	0	43	9	6	3½	4,056	–	–	2½	
		Kneeton	0	4	0	17	16	6	3½	1,676	–	–	2½	
		Newton	0	4	0	17	16	6	3½	1,147	–	–	3½	
		Saxondale	0	4	0	17	16	6	¾	1,688	–	–	2½	
		Screveton	0	4	0	17	16	6	3	2,099	–	–	2	
	Newark Highway District	Elston	0	6	0	26	14	9	8¾	3,712	6	1	1½	
		Farndon	2	0	0	71	6	–	3	5,132	11	9	3¼	
		Hawton	0	2	0	8	18	3	1*s.* 1¾ *d.*	4,090	16	8	½	
		Stoke, East	0	6	0	26	14	9	3	4,995	8	6	1¼	
		Syerston	0	4	0	17	16	6	3½	1,907	16	9	2	
		Thorpe	0	4	0	17	16	6	4¼	1,610	14	6	2½	
Dunham Ferry	East Retford	Dunham	1	2	132	20	9	–	4	2,110	–	–	2¼	
		Ragnall	0	6	176	13	1	–	1½	2,046	–	–	1½	
		Darlton	1	1	22	17	8	10	5¼	2,240	–	–	2	
		East Markham	3	2	44	50	11	5	1¾	6,128	–	–	2	

Foston Bridge to Little Drayton.	- - - - -	Foston - - -	2 2 120	99 13 7	5	3,459 17 6	7	
		Long Benningtion -	3 6 123	164 5 1	8¾	7,024 3 –	5½	
	Newark - - - -	Balderton - -	2 7 77	125 10 1	7	8,187 14 6	3½	
		Newark - - -	0 6 196	37 – 9	4	34,902 15 –	¼	
		Kelham - - -	1 1 149	52 – 4	3	4,787 15 –	3	
		South Muskham -	1 4 22	32 4 7	5½	5,265 9 8	1½	
		North Muskham -	1 5 44	35 3 –	4	3,733 – 6	2¼	
	Newark - - - -	Cromwell - -	1 4 66	32 14 3	2½	3,210 16 –	2½	
		Carlton-on-Trent -	0 7 176	20 16 –	7	2,529 12 –	2	
		Sutton-on-Trent -	1 5 88	35 13 –	3	7,891 16 9	1	
		Weston - - -	2 2 110	49 5 4	3¾	4,072 11 –	3	
		Tuxford - - -	2 3 66	51 8 9	6½	7,360 – –	1½	
		East Markham -	1 0 88	22 7 6	1¾	6,128 – –	1	
	Retford - - - -	West Markham -	0 5 0	13 6 3	6	1,330 – –	3	
		West Drayton - -	1 1 0	23 19 6	3½	735 – –	8	
Hockerton and Kirklington	Newark - - - -	Averham - -	0 6 0	10 – –	2	4,626 – –	½	
	Ollerton - - - -	Bilsthorpe - -	1 2 0	6 – –	5½	1,934 – –	¾	
		Edingley - -	0 6 0	15 – –	5½	3,295 – –	1	
	Southwell - - -	Halam - - -	1 2 0	14 – –	5	2,876 – –	1	
		Hockerton - -	3 0 0	24 – –	7½	1,405 – –	4	
		Kirklington - -	3 0 0	26 – –	5½	2,279 – –	2¼	
	Ollerton - - - -	Rufford - - -	2 0 0	12 – –	5	6,659 – –	½	
		Southwell - -	3 2 0	35 15 –	3	18,514 – –	½	
	Southwell - - -	Upton - - -	0 6 0	9 10 –	1¾	3,717 – –	½	
		Winkburn - -	1 0 0	7 – –	9	2,422 – –	¾	
Nottingham and Grantham, Western Division.	Rushcliffe District - -	West Bridgford -	1 1 22	22 – –	3½	2,769 15 –	2	There are portions of two other Turnpike Trusts passing through this parish, viz., "The Nottingham and Kettering," and "The Nottingham and Loughborough" Roads.
		Gamston - -	0 5 203	14 – –	2¼	937 12 –	4	
		Holme Pierrepont -	1 6 0	35 – –	1¾	4,326 11 –	2	
		Ratcliffe-on-Trent -	2 3 198	50 – –	2½	5,444 6 3	2½	
	Bingham District - -	Saxondale - -	1 0 52	20 – –	1¼	1,488 9 8	3	The "Bingham and Newark" Turnpike-road also passes through these two parishes.
		Bingham - -	2 5 146	55 – –	4¼	8,827 12 –	2	
		Aslockton - -	0 3 155	10 – –	7¾	2,932 3 6	1¼	
		Whatton - -	1 5 189	34 – –	4½	3,682 – –	2	
			12 0 85					
Nottingham and Ilkeston -	- - - - -	Radford - - -	1 1 180	50 – –	7½	22,302 6 –	¾	
	Nottingham Highway District	Wollaton - -	3 4 0	35 – –	6½	3,509 9 9	1	
		Trowell - -	2 4 0	40 – –	6	2,208 5 –	2¼	
	These Parishes are in the County of Derby, and are not in any Highway Division or District.	Ilkeston - - -	3 0 0	140 – –	10	15,000 – –	¾	
		West Hallam - -	2 2 0	59 – –	7½	3,320 – –	1½	
		Smalley - - -	0 5 120	10 – –	6	2,720 – –	1	
		Stanley - - -	0 4 120	10 – –	6	1,766 12 –	1½	
	Nottingham Highway District	Bramcote - -	0 3 153	8 – –	6½	3,543 5 6	½	
		Stapleford - -	0 4 190	5 – –	5	5,300 – –	¼	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF NOTTINGHAM—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Nottingham and Kettering, Northern District.	- - - - -	West Bridgford -	1 1 198	26 – –	3½	2,769 15 –	2½	Portions of two other turnpike trusts pass through this parish, viz., "The Nottingham and Grantham," and "Nottingham and Loughborough" Roads.
	Rushcliffe District, in the County of Nottingham -	Edwalton - -	1 1 22	26 – –	2¼	1,584 6 –	4½	
		Plumtree - - -	1 7 55	44 – –	5¼	2,867 18 6	3¼	
		Normanton-on-the-Wolds.	1 3 10	34 – –	3¾	1,422 19 6	4¼	
		Stanton-on-the-Wolds	1 3 10	34 – –	4¾	1,102 12 –	5½	
		Widmerpool - -	0 5 209	16 – –	5	2,372 6 –	1¼	
	Bingham District, in the County of Nottingham -	Hickling - - -	1 5 110	40 – –	7¾	3,931 – –	1¾	
		Broughton - -	1 3 33	34 – –	8¼	2,862 – –	2	
Nottingham and Mansfield	Nottingham Highway District - - - -	St. Mary's, Nottingham	0 5 91	87 – –	6½	214,864 – –	$\frac{1}{10}$	
		Basford - - -	1 5 183	75 – –	10	22,932 – –	1	
		Arnold - - -	4 1 202	80 – –	10	4,677 – –	4¼	
	Mansfield Highway District	Papplewick - -	1 2 9	25 – –	8	2,112 – –	3	
		Newstead - -	1 3 182	29 – –	2½	2,316 13 –	3	
		Blidworth - -	1 1 167	27 – –	10	3,444 – –	2	
		Sutton - - -	0 7 140	20 – –	5	8,000 – –	¾	
		Mansfield - -	1 6 52	60 – –	9	29,185 6 6	½	
			13 2 146					
Nottingham and Newhaven, 1st District.	- - - - -	Radford - - -	0 6 140	162 11 9	3½	22,302 6 –	2	There is a very considerable coal traffic from the collieries through the parishes of Nuttall, Barsford, and Radford, to the town of Nottingham, which would throw a heavy burden for repairs on them were the tolls to cease.
	Nottingham - - -	Basford - - -	1 3 204	277 6 2	2*s.* 6*d.*	22,932 10 –	3	
		Nuttall - - -	1 7 56	257 – 10	3	2,972 3 –	1 *s.* 9 *d.*	
		Watnall Cantelope -	0 6 216	26 3 7	5	1,092 12 –	6	
		Watnall Charworth -	0 6 38	23 3 –	5	4,574 – –	1½	
		Moor Green - -	2 4 35	75 12 –	1¾	2,058 – –	10	
	Mansfield - - - -	Selston - - -	3 6 37	37 14 2	4	7,997 12 –	1½	
	Alfreton - - - -	Summercotes - -	1 6 20	45 9 1	3	1,575 7 –	7½	
		Alfreton - - -	2 5 10	78 18 5	2	6,389 15 –	3	
		Oakerthorpe - -	1 1 100	29 10 10	1	3,444 2 –	3	
		Wessington - -	1 7 100	28 19 –	2½	1,659 4 –	5	
		Brackenfield - -	0 7 120	14 3 –	1 *s.*	1,744 2 –	2	
		Milltown - - -	0 6 102	8 16 8	7½	2,622 14 –	1	
	Wirksworth - -	Dethick - - -	0 3 198	4 17 6	6	654 15 –	2	
		Tansley - - -	0 6 153	20 18 –	6	1,825 – –	3	
		Matlock - - -	2 3 103	97 6 –	7½	10,000 – –	2½	
		Wensley - - -	2 7 160	29 13 2	2½	3,086 6 –	2½	
		Winsted - - -	0 5 77	6 13 4	5	2,362 8 –	1	
			28 6 109	1,224 16 6				

	East Retford	Bole	1 2 4	22 2 6	9	1,720 – –	3	
		Clarborough	2 0 4	35 7 –	9	2,176 – –	4	
		Gringley-on-the-Hill	1 0 12	17 15 6	6	5,998 – –	¾	
		Moorgate	0 6 26	13 10 –	2	3,193 – –	1	
		North Wheatley	2 2 96	40 15 6	6	2,784 – –	3½	
		Saundby	2 3 104	43 3 6	4	1,991 – –	5	
		Welham	1 0 60	18 5 6	7	1,484 – –	3	
			13 0 109					
Retford and Littleborough	East Retford	Little Gringley	1 2 120	22 7 –	8½	1,912 – –	3	
		Welham	1 3 110	24 8 9	6¼	1,484 – –	4	
		South Leverton	1 3 198	25 5 6	7½	3,385 – –	6	
		North Leverton	1 0 121	18 3 –	5½	2,449 – –	2	
		Sturton	2 2 154	39 13 3	4½	5,321 – –	2	
		Littleborough	1 0 0	16 19 6	4½	659 – –	6	
			8 5 43	146 17 –				
COUNTY OF OXFORD:								
Asthall and Buckland	Bampton, West, Highway District	Asthall	0 2 110	5 4 3	7	2,765 – –	½	This turnpike road is in a far better state of repair than the highways of the several parishes.
		Shilton	0 0 187	6 4 7	10¾	1,861 – –	¾	
		Brize Norton	3 3 66	101 15 10	6¾	4,515 – –	5¼	
	Bampton, East	Bampton	2 3 140	90 14 1	1 *s.* – ¾ *d.*	3,844 – –	5½	
		Lew	0 3 55	17 3 8	6¼	1,909 – –	2¼	
	Faringdon	Buckland	1 6 57	38 2 6	6½	6,928 – –	1¼	
Barrington, Campsfield, and Enslow Bridge.	Bampton, West	Upton and Signett	2 7 115½	48 8 4	6⅓	2,949 – –	4	
		Burford	2 2 82½	37 11 1	1 *s.* 6 *d.*	2,899 – –	3	
		Widford	0 0 132	1 3 1	10	487 – –	½	
		Swinbrook	0 3 99	6 19 6	1 *s.* 1½ *d.*	1,252 – –	½	
		Asthall	1 2 66	21 3 1	7	2,765 – –	1½	
		Minster	1 7 192½	32 8 7	6¼	2,696 – –	3	
		Curbridge	1 4 60	25 1 4	6	4,777 – –	1¼	
		Hailey	1 1 170½	31 15 6	10	4,987 – –	1½	
		Northleigh	1 1 82½	30 6 7	1 *s.*	3,723 – –	2	
	Bampton, East	Eynsham	0 7 49½	23 6 9	7	9,881 – –	½	
		Handborough	2 3 198	64 9 2	7½	4,059 – –	3¾	
	Wootton	Bladon	0 5 159½	18 7 11	3¼	1,221 – –	3½	
		Hensington	0 4 159½	16 3 9	3	1,337 – –	3	
		Kidlington	0 2 5½	6 17 9	4½	6,661 – –	¼	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF OXFORD—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Burford, Chipping Norton, Banbury and Aynhoe.	Borough of Banbury	Neithrop	1 7 154	175 17 11	-	18,100 – –	-	No return from this parish.
	Banbury and Bloxham Highway District	Bloxham	2 6 0	201 16 3	6½	7,826 – –	5½	
		Milcomb	0 4 66	23 10 6	9½	2,200 – –	3	
	Wootton Highway District	South Newington	1 2 110	37 7 9	3¾	2,814 – –	3	
		Little Tew	0 1 54	5 7 –	7	2,032 – –	—	
	Chadlington Highway District	Swerford and Showell	3 3 110	134 19 –	4¾	2,757 – –	1*s.*	
		Dunthrop	0 3 57	7 15 –	4¾	1,720 – –	1¼	
		Over Norton	1 0 178	34 12 –	5	3,003 – –	3	
	Borough	Chipping Norton	1 6 82	105 – –	4½	8,626 – –	4	
	Chadlington Highway District	Chadlington (West)	1 4 182	30 9 6	4¾	3,522 11 –	2	
		Sarsden	0 7 11	18 9 6	7½	1,869 – –	2½	
		Lineham	1 1 92	19 15 4	4½	2,527 – –	2	
		Ascot	1 1 201	30 7 4	4	2,858 – –	3	
		Shipton	3 3 16	190 13 –	7¼	3,749 – –	1*s.*	
		Milton	0 5 196	7 15 –	7	3,024 – –	1	
	Bampton West Highway District	Fulbrook	2 2 215	82 – –	4	2,710 – –	8	
Burford, Chipping Norton, Banbury and Aynhoe Division.	Brackley, Northamptonshire	Aynhoe	1 4 44	63 7 10	3½	5,016 – –	3	
	Wootton, Oxfordshire	Clifton	0 5 198	20 11 11	2	2,241 – –	2¼	
		Deddington	1 5 187	93 15 9	3¼	7,019 – –	3¼	
		Hempton	1 1 121	31 3 5	4¼	1,460 – –	5	
		Great Barford	1 3 176	24 11 2	4½	2,428 – –	2½	
		South Newington	1 0 99	14 16 5	4	2,814 – –	1¼	
		Great Tew	0 2 73	5 1 9	2¾	4,468 – –	¼	
Charlbury		Charlbury	3 6 104½	41 9 1½	3	5,409 – –	$1\frac{3}{4}\frac{215}{601}$ of ¼*d.*	
		Walcott	1 2 38½	7 7 5	1¼	521 – –	$3\frac{1}{4}\frac{303}{521}$,,	
		Shorthampton	0 3 110	4 13 6½	4	681 – –	$1\frac{1}{2}\frac{404}{681}$,,	
	Chadlington Highway District	Chilson	0 6 77	4 13 7	2¾	998 – –	$1\frac{250}{499}$,,	
		Ascott	1 2 159½	7 10 10½	3½	2,858 – –	$\frac{1}{2}\frac{763}{1429}$,,	
		Shipton	2 0 165	11 2 11	6¾	3,740 – –	$\frac{1}{2}\frac{161}{187}$,,	
		Fawler	1 5 82½	14 12 6	3	2,145 – –	$1\frac{1}{2}\frac{226}{429}$,,	
		Finstock	1 0 0	9 18 7½	3¼	1,454 – –	$1\frac{1}{2}\frac{351}{727}$,,	

	Chadlington Highway District	Spelsbury	0	5	192½	4	11	5½	4¼	923	–	–	1 698/923 of ¼ d.	
		Taston	0	6	192½	7	15	10	5¾	868	–	–	2 134/217 ,,	
		Fulwell	0	6	55	7	7	–	2¾	500	–	–	3½ 14/125 ,,	
		Cleveley	0	1	66	2	11	–	10¾	954	–	–	½ 30/53 ,,	
		Neat Eustone	0	4	104½	4	6	2	4	1,617	–	–	½ 902/1617 ,,	
		Church Eustone	1	3	110	12	11	8	3	1,838	–	–	1½ 526/919 ,,	
		Whichwood	0	2	0	1	6	8	4	3,837	–	–	– 1280/3837 ,,	
	Wootton, Highway District	Great Tew	2	7	110	33	10	–	2½	4,468	–	–	1¾ 221/1117 ,,	
		Stonesfield	0	6	11	5	5	–	8½	1,300	–	–	¾ 57/65 ,,	
		Glympton	0	1	88	1	4	4	4	1,588	–	–	– 292/397 ,,	
		Wootton	1	1	22	8	12	7	5¾	6,156	–	–	¼ 28/81 ,,	
	Bampton, East District	Ramsden	1	0	159½	6	5	10½	11	1,349	–	–	1 71/318 ,,	
		Crawley	1	6	22	15	2	–	12½	1,192	–	–	3 149/1812 ,,	
		Hailey	3	4	115½	42	1	2½	8¾	4,987	–	–	2 482/4987 ,,	
	Witney Local Board	Witney	0	0	176	1	17	4	7	5,092	–	–	– 448/1273 ,,	
Deddington and Kidlington	Banbury and Bloxham	Adderbury, East	0	2	160	9	5	3	4¾	6,062	–	–	½	
		Adderbury, West	1	3	50	38	2	5	5½	2,945	–	–	3	
	Wootton	Deddington	2	1	148	60	–	8	3¼	7,019	–	–	2	
		Dun's Tew	0	1	99	4	19	2	6	2,963	–	–	½	
		North Aston	1	0	110	32	3	9	5¼	2,650	–	–	3	
		Middle Aston	0	7	0	23	15	10	2½	1,312	–	–	4¼	
		Steeple Aston	1	0	55	28	–	9	4	3,165	–	–	2¼	
		Steeple Barton	0	2	165	9	6	9	3¾	4,351	–	–	½	
		Rousham	1	2	148	36	4	3	5	1,815	–	–	4¾	
		Tackley	2	5	60	72	5	10	4½	5,135	–	–	3½	
		Shipton	1	0	198	30	17	4	1½	2,138	–	–	3½	
		Thrupp	1	0	198	30	17	4	5	1,454	–	–	5	
		Kidlington	2	2	66	102	7	7	4½	6,661	–	–	3¾	
		Watereaton	0	6	0	33	13	8	½	2,519	–	–	3¼	
		Woolvercott	0	5	6	28	4	6	7¼	2,348	–	–	3	
		St. Giles	1	1	152	54	7	7	-	-	-	-	-	No highway rate is made for the parish of St. Giles. The streets within the parish are under the Street Commissioners.
Faringdon and Burford	Faringdon	Faringdon	2	4	0	232	–	–	11½	15,637	–	–	3½	
	Bampton, West	Radcot	0	4	16	34	–	–	10¼	805	–	–	9½	
		Clanfield	1	3	88	93	–	–	1 *s.* 3 *d.*	2,857	–	–	8½	
		Blackbourton	3	7	187	85	–	–	9½	2,984	–	–	7	
		Shilton	1	0	160	21	–	–	11	1,861	–	–	2¾	
		Upton and Signett	0	3	50	7	–	–	6¾	2,949	–	–	½	
		Burford	1	0	120	22	–	–	1 *s.* 6 *d.*	2,890	–	–	1	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF OXFORD—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Galley Hill and Clanfield Cross.	Bampton, East, Highway District	Conbrigde	1 3 126	37 6 –	5¾	4,777 – –	1¾	
		Lew	1 6 165	37 13 8	6¼	1,909 – –	4¾	
		Weald	1 3 126	54 2 5	5	4,499 – –	3	
	Bampton, West	Clanfield	0 3 216	31 12 11	1*s.* 4*d.*	2,857 – –	2¾	
Gosford	Wootton Highway District	Kidlington	0 4 24	16 – 2	4½	6,661 – –	⅗	
		Gosford	0 1 132	6 4 8	¾*	440 – –	3½	* There are no highways in Gosford parish besides the small piece of turnpike road, and consequently the average given relates only to the proportion of establishment charges which the parish is liable to contribute.
	Bullingdon Highway District	Hampton Poyle	0 7 25	27 14 3	10½	1,274 – –	5¼	
	Bicester Highway District	Islip	0 5 15	19 14 10	6	3,686 4 –	1¼	
		Bletchington	1 2 48	39 16 2	5¼	4,428 7 6	2¼	
		Weston-on-the-Green	0 3 108	13 12 –	2½	2,472 11 8	1½	
Woodstock and Rollright Lane.	Chadlington	Little Rollright	0 7 11	18 5 7	2½	835 – –	5	
		Over Norton	2 1 55	44 14 6	5¾	3,003 – –	3½	
		Chipping Norton	0 4 198	12 13 11	4¼	8,675 – –	¼	
		Eustone	4 3 21	92 3 5	5¾	7,882 – –	2¾	
	Wootton	Kiddington	2 0 22	41 14 10	5	2,524 – –	4	
		Glympton	2 3 22	49 10 4	4	1,588 – –	7½	
		Wootton	3 6 0	77 15 7	5¾	6,152 – –	3	
		Woodstock	0 5 154	14 15 7	2½	2,686 – –	1¼	
		Hensington	0 7 66	18 18 6	3	1,338 – –	3¼	
		Shipton-on-Cherwell	0 4 0	10 7 5	1½	2,138 – –	1	
		Tackley	2 2 33	47 1 7	4½	5,135 – –	2¼	
COUNTY OF RUTLAND:								
Grantham (South District)	Beltisloe Hundred	South Wyttiam	0 4 178	16 10 –	1*s.*	2,245 – –	1¾	
	Oakham, Rutland	Thistleton	0 5 44½	16 10 –	6	1,718 – –	2¼	
		Stretton	1 1 18½	33 10 –	4	2,274 – –	3½	
		Greetham	1 7 209	57 – –	5	3,571 4 –	3¾	
		Horn	0 3 94½	10 10 –	- -	949 18 –	2½	No rate.
		Empingham	1 0 17½	28 – –	6	6,158 10 –	1	
		Tickencote	1 7 86½	62 – –	2⅓	1,578 – –	8½	
		Great Casterton	0 4 197½	27 – –	8½	2,750 – –	2½	
		Little Casterton	0 5 20½	35 10 –	10	1,188 15 5	9½	
	Stamford Borough	All Saints, Stamford	1 0 38	49 – –	3½	6,599 – –	4¾	

Oakham - - - -	- - - - - -	Burley - - -	2 3 214	98 15 6	2½	4,496 18 3	6	
		Cottesmore - -	2 1 207	51 7 7	10	3,847 9 6	4	
		Greetham - -	1 6 44	40 9 11	5½	3,573 6 6	4	
		Egleton - - -	0 3 174	11 1 –	6½	1,690 2 –	1½	
	These Parishes are not situated in any Highway Divisions, or Districts -	Exton - - -	1 0 147	25 14 –	8	4,960 – –	1	
		Empingham - -	3 2 209	79 7 3	6¼	6,156 – –	3	
		Hambleton - -	1 0 31	23 19 –	6½	3,823 3 2	1½	
		Oakham - - -	1 5 140	64 10 7	6	7,794 – –	6	
		Timwell - - -	1 1 137	28 – 6	9	2,655 13 2	3	
		Whitwell - -	1 0 72	24 12 –	9	853 5 –	9	
		All Saints, Stamford -	1 6 110	42 16 6	4½	5,050 – –	2	
COUNTY OF SALOP:								
Cleobury Mortimer District	- - - - - -	Neen Savage - -	4 2 78	36 17 2	7	4,201 – –	¾	Part of this parish under Bewdley Trust.
	Cleobury Mortimer Highway District - -	Kinlet - - -	3 4 92	29 18 10	5½	6,048 – –	¼	- ditto - ditto.
		Stottesdon - -	1 1 24	12 10 10	1 *s.* 3¼ *d.*	9,740 – –	⅛	- ditto - ditto.
		Cleobury Mortimer -	3 1 127	40 8 9	7	8,352 – –	¼	*See* also Weston Trust below.
		Bayton - - -	1 0 207	16 9 1	1 *s.* 2 *d.*	2,439 – –	½	Part of this parish under Bewdley Trust.
		Mamble - - -	1 3 23	20 16 –	3¾	2,743 – –	½	- ditto - ditto.
		Rock - - -	1 4 150	25 9 3	7¼	8,886 – –	¼	Part of this parish under Bewdley Trust. *See* also Weston Trust below.
		Milson - - -	2 3 66	15 – 10	2¼	1,111 – –	¼	No other part turnpike.
		Neen Solars - -	2 1 77	26 3 11	2½	1,957 – –	¼	- ditto.
	Bridgnorth Highway District - - - -	Billingsley - -	2 1 128	20 14 –	8½	925 – –	1¾	- ditto.
		Deuxhill - - -	0 5 99	8 15 –	3½	517 – –	1¼	- ditto.
		Glazeley - - -	0 1 111	8 6 2	½	705 – –	¾	- ditto.
		Chetton - - -	1 1 193	15 15 2	9¼	4,096 – –	¼	A very large portion of roads in this parish in Bridgnorth Trust.
		Eardington - -	0 1 281	3 3 3	5	2,988 – –	⅛	No other part turnpike.
		Oldbury - - -	2 1 377	20 11 9	4½	2,791 – –	½	Part of this parish under Bridgnorth Trust.
		Morville - - -	1 6 50	10 1 4	5	5,054 – –	⅛	- ditto - ditto.
	Tenbury Highway District	Pensax - - -	1 0 87	5 19 2	1 *s.* 6 *d.*	1,602 – –	¼	Part under 1st district of Hundred House turnpike-roads.
		Nash, Tilsop, &c. -	0 3 10	5 4 4	6	2,753 – –	⅛	Part under Tenbury Trust.
		Boraston, &c. - -	2 1 92	19 17 6	6¾	1,828 – –	¾	Part under 1st district of Hundred House turnpike-roads.
		Burford - - -	0 5 200	6 11 3	4¾	3,229 – –	⅙	Part under Ludlow Trust and part under Tenbury Trust.
	Martley Highway District -	Abberley - - -	1 5 46	18 13 2	2 *s.*	3,630 – –	¼	A large portion of this parish under 1st district of Hundred House turnpike-roads.
Weston Gate, in the Counties of Salop and Worcester - - - -	Cleobury Mortimer Highway District - - -	Cleobury Mortimer -	3 0 82	65 17 8	7	8,352 – –	1¾	*See* also Cleobury Mortimer above; also a large portion under Ludlow Trust.
		Rock - - -	1 0 7	18 6 1	7¼	*8,886 – –	¼	*See* also Rock above; also part under Bewdley Trust.
	Borough of Bewdley - -	Borough of Bewdley -	0 1 83	4 8 6	—	—	—	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF SALOP—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Coalbrookdale and Wellington.	Madeley	Madeley	– 6 140	30 – –	3	23,343 – 9	¼	
	Dawley	Dawley	1 6 6	30 – –	5	16,964 12 –	½	
	Little Wenlock	Little Wenlock	0 3 82	5 – –	5	3,755 1 1	¼	
	Wellington	Wellington	1 6 165	30 – –	5	25,000 – –	¼	
Leighton and Buildwas	Condover District of Highways	Wroxeter Parish	2 7 215	19 7 –	2¼	6,294 12 6	¾	
		Eton Constantine Parish.	1 1 110	7 9 6	4½	1,353 – –	1½	
		Leighton Parish	1 4 58	9 13 6	3½	2,655 15 –	¾	
	Wrekin District of Highways	Buildwas Parish	1 2 57	8 1 –	3	2,292 – –	1	
COUNTY OF SOMERSET:								
Ilchester	Yeovil	Northover	1 3 33	33 1 –	½	1,202 – –	6½	
		Ilchester	1 3 121	36 11 –	1⅜	2,467 – –	3⅜	
		Sock	0 3 154	13 8 6	½	1,683 – –	1⅞	
		Chilthorne Domer	1 2 107	39 6 6	6	2,388 – –	3⅞	
		Yeovil	0 2 159	12 15 –	2⅓	9,230 – –	¼	
		Tintinhull	1 5 93	52 14 –	5⅝	3,914 –	3⅛	
		Martock	1 7 25	39 15 6	2⅞	19,663 – –	⅜	
		Stoke Sub-Hamdon	1 1 0	24 1 –	3¾	4,472 – –	1¼	
	Langport	Kingsdon	0 7 22	18 7 6	3	3,134 – –	1⅜	
		Charlton Mackerell	2 2 60	47 16 –	5¾	2,910 – –	3⅞	
		Charlton Adam	1 3 77	33 2 –	4⅜	2,043 – –	3¾	
		Keignton Mandeville	0 1 121	2 – –	6⅝	1,324 – –	¼	
	Shepton Mallet	West Lydford	2 4 66	56 19 –	4¼	2,349 – –	5¾	
	Yeovil	Yeovilton	1 3 22	34 11 –	5¼	3,293 – –	2⅜	Bridgehampton is a tithing within the parish of Yeovilton.
		Bridgehampton	1 0 5					
		West Camel	1 2 93	23 2 –	6⅞	3,197 – –	1⅝	
	Wincanton	Queen Camel	2 2 160	50 13 –	4⅛	5,086 – –	2¼	
		Sparkford	1 4 137	48 11 –	4⅛	2,055 – –	2¾	
	Yeovil	Marston Magna	– 7 126	35 9 –	3	3,038 – –	2⅝	
			25 4 41	602 3 –				

Ilminster - - - -	- - - - - -	Ashill - - -	2	6	154	27 11 –	$2\frac{1}{8}$	3,134 – –	$2\frac{1}{8}$	Part of the Taunton turnpike-road in this parish.
		Barrington - -	2	0	132	28 – –	$4\frac{1}{4}$	3,379 – –	2	
		Broadway - -	1	0	71	10 – –	$2\frac{7}{8}$	2,777 – –	1	
		Chard - - -	1	3	209	21 15 –	$2\frac{1}{2}$	10,686 – –	$\frac{5}{8}$	Part of the Chard turnpike-road in this parish.
		Combe, St. Nicholas -	1	4	66	14 10 –	$3\frac{3}{4}$	6,566 – –	$\frac{1}{2}$	- Ditto - - ditto.
		Donyatt - - -	1	1	148	17 11 –	$2\frac{1}{2}$	2,720 – –	$1\frac{1}{2}$	
		Dowlish Wake - -	0	2	0	2 18 –	$5\frac{3}{4}$	1,683 – –	$\frac{1}{2}$	
		Ilminster - - -	9	7	176	121 15 –	$1\frac{1}{4}$	14,169 – –	2	
		Ilton - - -	2	4	27	25 19 –	$4\frac{1}{4}$	3,077 – –	2	
	Ilminster - - - -	Kingstone - -	2	0	187	25 – –	$5\frac{7}{8}$	2,121 – –	$2\frac{3}{4}$	
		Knowle, St. Giles -	0	3	181	6 7 –	$6\frac{1}{4}$	871 –	$1\frac{3}{4}$	
		Puckington - -	1	1	192	12 12 –	$2\frac{1}{2}$	1,051 – –	3	
		Seavington, St. Mary	1	3	22	21 5 –	$3\frac{7}{8}$	2,544 – –	2	Part of the Langport turnpike-road in this parish.
		Seavington, St. Michael.	1	0	143	15 10 –	$4\frac{1}{2}$	842 – –	$4\frac{1}{2}$	- Ditto - - ditto.
		Shepton Beauchamp -	1	1	121	16 – –	$5\frac{1}{4}$	2,652 – –	$1\frac{1}{2}$	- Ditto - - ditto.
		Stocklinch - -	0	2	99	3 – –	5	557 – –	$1\frac{1}{4}$	
		Whitelackington -	1	0	148	16 10 –	3	2,855 – –	$1\frac{3}{8}$	
		Petherton - -	1	6	55	27 13 –	$7\frac{1}{8}$	10,311 – –	$\frac{3}{4}$	Part of the Martock turnpike-road in this parish.
	Crewkerne - - -	Lopen - - -	1	0	21	14 18 –	$3\frac{3}{4}$	1,667 – –	$3\frac{3}{4}$	Part of Crewkerne turnpike-road in this parish.
		Chillington -	0	4	209	7 2 –	5	1,529 – –	$1\frac{1}{4}$	
		Dinnington - -	0	3	132	5 – –	7	1,139 – –	$1\frac{1}{4}$	
		Stoke Sub-Hambdon -	2	5	115	59 15 10	$4\frac{1}{4}$	4,472 –	$3\frac{1}{4}$	Part of Ilchester turnpike-road in this parish.
		Montacute - -	0	6	38	17 – –	$5\frac{1}{2}$	3,509 – –	$1\frac{1}{4}$	
	Yeovil - - - -	Odcombe - - -	1	0	126	23 12 –	5	3,120 – –	$\frac{3}{4}$	Part of Yeovil turnpike-road in this parish.
		Lufton - - -	0	3	165	10 5 –	$6\frac{3}{4}$	629 – –	4	
		Brimpton - -	0	0	181	2 9 –	$2\frac{1}{4}$	1,255 – –	$\frac{1}{2}$	Part of Yeovil turnpike-road in this parish.
Yeovil - - - -	- - - - - -	Yeovil (without the Borough).	9	5	170	496 18 3	$2\frac{3}{8}$	9,230 – –	1 *s.* $\frac{7}{8}$ *d.*	
	Yeovil - - - -	Mudford - - -	2	1	88	102 16 6	$4\frac{3}{8}$	4,513 – –	$5\frac{3}{8}$	
		Chilton Cantelo -	0	2	0	12 1 –	$3\frac{5}{8}$	1,603 – –	$1\frac{3}{4}$	
		Marston Magna -	0	5	66	30 6 5	$2\frac{3}{8}$	3,038 – –	$2\frac{1}{4}$	
	Sherborne - - -	Bradford Abbas -	0	7	143	33 14 –	$6\frac{1}{4}$	3,110 – –	$2\frac{1}{2}$	
		Over Compton - -	0	1	22	4 4 6	$4\frac{1}{4}$	1,900 – –	$\frac{3}{8}$	
		Nether Compton -	0	5	44	21 5 4	$3\frac{1}{2}$	2,105 – –	$2\frac{3}{8}$	
	Yeovil - - - -	Barwick - - -	1	5	66	38 15 6	4	1,975 – –	$4\frac{5}{8}$	
		East Coker - -	0	4	22	13 17 –	$5\frac{7}{8}$	4,878 – –	$\frac{5}{8}$	
		West Coker - -	2	6	27	72 3 –	$2\frac{7}{8}$	4,310 – –	$3\frac{7}{8}$	
		Odcombe - -	2	6	165	19 10 –	$5\frac{5}{8}$	3,120 – –	$1\frac{3}{8}$	
	Crewkerne - - -	East Chinnock -	2	1	0	60 1 –	$5\frac{5}{8}$	2,368 – –	6	
		Haselbury - -	2	5	88	74 7 10	$1\frac{3}{4}$	3,588 – –	$4\frac{7}{8}$	
	Yeovil - - - -	Chilthorne Domer -	1	2	7	5 10 –	6	2,388 – –	$\frac{1}{2}$	
		Preston Plucknett -	0	5	110	45 11 –	$3\frac{1}{8}$	2,260 – –	$4\frac{3}{4}$	
		Brympton - -	1	1	110	48 2 10	$1\frac{2}{3}$	1,255 – –	$9\frac{1}{8}$	
			27	0	0	1,079 4 2		51,641 – –		

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF STAFFORD:			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Albrighton and Tong -	- - - - - -	Tettenhall Parish, Wrottesley Township.	0 5 154	14 1 5	- -	- -	- -	The occupiers of the several farms in the township repair the highways adjacent to their holdings. No rates have been laid, and no accounts kept of the expenditure for the repair of such roads.
	Bridgenorth (Salop) - -	Bonninghall - -	0 5 96	13 8 5	2	2,194 3 11	1½	
	Newport (Salop) - - -	Albrighton - -	1 4 31	29 19 5	3	8,684 15 6	1	
		Donington - -	1 2 8	24 15 6	1¾	4,945 16 1	1¼	
		Tong - - -	2 7 165	58 12 7	1¾	6,219 13 3	2½	
		Weston-under-Lizard	0 5 156	14 1 10	1½	3,193 8 4	1¼	
		Sheriffhales Parish, Heath Hill Township.	0 6 132	16 5 10	1¾	3,484 15 1	1¼	
Birmingham and Wednesbury.	- - - - - -	Handsworth - -	2 2 6	903 10 9	4	60,214 17 –	4	
		West Bromwich -	5 0 150	2,169 5 3	8	115,189 – –	4½	
		Wednesbury - -	1 1 57	484 12 3	6	60,506 – –	2	
		Tipton - - -	3 1 219	1,360 11 7	5	80,000 – –	4	
		Dudley - - -	0 4 18	213 12 9	8	70,000 – –	1	
		Sedgley - - -	0 2 100	80 – 10	5	9,322 – –	2	
		Bilston - - -	0 6 0	195 12 6	3	61,444 – –	1	
Handsworth and Perry Barr (United).	- - - - - -	Handsworth Parish -	6 4 144	455 7 1	4	60,214 17 –	2	
		Aston Parish - -	0 4 64	54 6 8	6	61,033 15 3	2	
			7 0 208	509 13 9				
Newport and Stonnall -	Newport (Salop) - -	Church Aston - -	0 1 37	2 17 1	1½	2,784 2 6	¼	
		Chetwynd Aston -	1 2 140	26 – 3	1	2,891 8 –	2¼	
		Woodcote - -	1 0 133	21 1 –	1½	1,950 12 6	2¾	
		Stockton - - -	0 2 94	5 18 9	1	3,163 17 6	½	
		Heathhill - -	1 4 32	30 16 4	1¾	3,484 15 1	2¼	
		Weston-under-Lizard	2 2 21	44 5 2	1½	3,193 8 4	3½	
		Blymhill - - -	1 1 11	22 2 8	2½	2,278 10 6	2½	
		Wheaton Aston -	– 5 55	12 16 10	3½	3,888 11 4	¾	
		Horsebrook - -	1 6 128	35 13 4	4¼	1,756 17 –	5	
		Stretton - - -	1 0 143	21 3 1	2½	2,931 – –	2	
		Water Eaton - -	2 0 88	40 1 3	2½	2,763 13 –	3½	
		Hatherton - -	2 3 166	48 6 4	4¼	3,235 14 –	3½	
		Wyrley - - -	0 5 5	12 5 8	5	5,134 – –	¾	

	Norton	3 1 92	62 3 4	2	12,527 8 –	$1\frac{1}{4}$	
	Ogley Hay	0 4 0	9 15 8	$2\frac{1}{4}$	3,603 11 –	$\frac{3}{4}$	
	Upper Stonnall	1 2 54	25 1 2	2	7,081 – –	1	
	Cannock	1 2 32	24 16 4	5	6,771 15 –	1	
Sedgley Roads	Sedgley Parish: Ettingshall Village	1 5 126	98 5 1	5	12,262 8 –	2	Sedgley Parish is divided into nine villages, maintaining their own highways. The highway in Gospel End Village is but a short road to lands, which accounts for the small average rate.
	Sedgley Village	0 7 77	45 15 10	5	5,237 17 –	1	
	Gospel End Village	2 0 96	95 6 10	1	1,330 2 –	1 *s.* 5 *d.*	
	Penn Parish	1 0 190	50 15 $7\frac{1}{2}$	5	8,752 4 4	$1\frac{1}{2}$	
	Wombourne Parish	0 3 86	19 8 $6\frac{1}{2}$	5	10,515 10 –	$\frac{1}{2}$	
		6 1 135					
Sedgley New Roads	Sedgley Parish: Woodsetton Village	1 5 31	141 10 $9\frac{1}{2}$	5	3,818 4 –	9	This runs through the entire village.
	Tipton Parish	1 5 99	144 16 $1\frac{1}{2}$	10	80,000 – –	$\frac{1}{2}$	Local Government Act.
	Rowley Parish	0 4 84	47 3 11	7	58,742 10 –	$2\frac{1}{2}$	
		3 6 214					
Tamworth	Tamworth	0 5 115	15 3 9	2 *s.*	nil	$\frac{3}{4}$	This is included in the district rate made by the Local Board of Health.
	Elford	4 1 183	93 10 9	$2\frac{1}{2}$	4,263 15 –	$5\frac{1}{2}$	
	Wigginton, Comberford, and Hopwas.	4 4 172	101 3 –	1	9,319 9 5	$2\frac{3}{4}$	
	Clifton	0 3 44	8 16 –	$1\frac{1}{2}$	3,402 17 4	$\frac{3}{4}$	
	Haunton	1 0 0	22 – –	2	1,917 18 8	3	
	Harlaston	1 5 154	37 13 6	2	2,480 12 –	$3\frac{3}{4}$	
	Alrewas	0 6 198	18 19 6	1	7,045 9 9	$\frac{3}{4}$	
	Croxall	1 2 198	29 19 6	3	2,875 13 3	$2\frac{1}{2}$	
	Haselour	1 0 $41\frac{1}{2}$	22 10 3	3	1,396 – –	4	
	Packington	1 2 176	29 14 –	$\frac{1}{2}$	1,373 13 –	$5\frac{1}{4}$	
	Whittington	1 5 90	36 17 6	2	6,175 12 –	$1\frac{1}{2}$	
	St. Michael's (Lichfield).	0 6 100	17 15 –	2	9,490 10 –	$\frac{1}{2}$	
	Fazeley	4 0 0	88 – –	5	7,083 16 2	3	
	Drayton	4 0 $128\frac{1}{2}$	89 12 $1\frac{1}{2}$	1	5,536 9 11	4	
	Middleton	2 6 42	61 – 6	2	5,397 5 6	$2\frac{3}{4}$	
	Bolehall	1 0 0	22 – –	1	4,064 5 10	$1\frac{1}{2}$	
	Wilnecote	1 5 66	36 11 6	5	4,671 8 2	2	
	Dosthill	0 6 137	18 4 3	3	1,476 19 3	3	
	Whateley	0 3 66	9 1 6	$6\frac{1}{2}$	770 14 10	3	
	Cliff	0 5 159	15 14 9	nil	nil	not ascertainable.	There is only 200 yards of highway in this township, and no rate is ever made for its repair.
	Kingsbury	2 7 $159\frac{1}{2}$	64 14 $10\frac{1}{2}$	2	1,434 19 6	11	
	Nether Whitacre	1 3 132	31 18 –	4	3,791 12 9	2	
	Over Whitacre	0 5 56	14 9 –	$2\frac{1}{2}$	2,322 2 2	$1\frac{3}{4}$	
		40 1 $217\frac{1}{2}$	885 9 3	– –	86,191 4 6		

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF STAFFORD—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Walsall (United) - -	Walsall Foreign, in the parish of Walsall - -	Wood End and Caldmore District.	2 6 116	233 11 3	3	8,287 – –	7	General District Rate 2 *s.* in the pound.
		Bloxwich District -	3 0 190	245 – –	5	22,056 – –	3	
		Walsall Wood District	2 1 90	160 19 5	3	3,316 13 4	1 *s.*	
		Wednesbury Parish -	1 2 110	108 17 4	6½	60,506 – –	½	
		Darlaston Parish -	0 7 180	81 1 –	6	28,145 7 –	¾	
		Tipton Parish - -	0 3 100	45 2 3	5	80,000 – –	¾	
	Bushbury Parish - -	Essington Township	0 4 200	35 4 9	2½	5,900 – –	1½	
		Cannock Parish, Great Wyrley Township.	2 1 60	115 10 11	5	6,932 8 –	4	
		Rushall Parish -	1 1 155	95 8 –	7½	5,057 1 –	4½	
		Shenstone Parish -	1 1 160	89 2 4	2	13,181 10 5	2	
		Ogley Hay Township	1 1 120	87 8 1	3	3,607 7 6	2	
			17 1 161	1,297 5 4				
Walsall and Hamstead -	Wood End and Caldmore -	The Township of the Foreign of the parish of Walsall, Wood End and Caldmore District	3 2 30	218 2 6	3	8,287 – –	6½	
	Great Barr - - -	The Township of Great Barr, in the parish of Aldridge	2 3 80	113 2 6	4	8,319 – –	3½	
		The parish of Handsworth.	0 7 78	39 11 3	4	60,214 17 –	¼	
			6 4 188	370 16 3				
Walton-in-Stone to Eccleshall.	Walton - - - - -	Walton - - -	1 1 154	20 7 11	1	1,990 5 1	2½	
	Cold Norton - - -	Cold Norton - -	1 4 110	29 – –	1	2,169 9 10	2½	
	Chebsey - - - -	Chebsey - - -	1 6 27	70 – –	3	4,308 7 1	3¾	
	Eccleshall Township - -	Eccleshall Township	0 6 154	35 – –	3	5,143 15 –	1¾	

Wolverhampton Old District.	Wolverhampton Borough -	Wolverhampton -	4	4	0	1,000	–	–	6	155,339	– –	$1\frac{1}{2}$
	No Division or District yet formed.	Tettenhall - -	10	1	0	1,250	–	–	$4\frac{1}{2}$	26,647	– –	$11\frac{1}{4}$
	Newport (Salop) District -	Albrighton - -	2	0	0	150	–	–	3	8,684	– –	$4\frac{2}{3}$
	Bridgnorth - - -	Bonninghall - -	1	4	0	100	–	–	2	2,194	– –	11
	Local Board - - -	Shiffnal - - -	2	4	0	150	–	–	3	32,322	– –	$1\frac{1}{8}$
		Wednesfield - -	0	3	0	50	–	–	8	12,888	– –	1
		Willenhall - -	3	1	0	350	–	–	$5\frac{1}{2}$	37,084	– –	$2\frac{1}{4}\frac{1}{16}$
		Bilston - - -	0	3	0	50	–	–	$4\frac{1}{2}$	61,446	– –	$\frac{1}{4}$
			24	4	0	3,100	–	–				
COUNTY OF SUFFOLK:												
Ipswich to South Town, and Darsham to Bungay.	- - - -	Ipswich - - -	1	4	0	Repaired by town.			—	—		—
		Rushmere - -	1	2	$60\frac{1}{2}$	36	–	–	4	3,294	15 –	3
		Kesgrave - -	1	6	22	45	–	–	$\frac{1}{2}$	912	– –	1 s.
		Martlesham - -	2	0	154	55	–	–	5	2,572	4 6	4
		Woodbridge - -	0	5	$68\frac{3}{4}$	23	–	–	6	12,835	5 –	$\frac{1}{2}$
		Woodbridge - -	0	6	0	Repaired by town.			—	—		—
		Melton - - -	1	5	$178\frac{3}{4}$	90	–	–	7	4,382	– –	7
		Ufford - - -	1	2	44	25	–	–	2	2,436	7 6	2
		Petistree - - -	1	0	$24\frac{3}{4}$	20	–	–	$2\frac{1}{4}$	3,078	13 6	$1\frac{1}{2}$
		Wickham Market -	0	7	$60\frac{1}{2}$	30	–	–	$2\frac{1}{4}$	3,998	7 6	$1\frac{1}{2}$
		Hacheston - -	0	7	55	15	–	–	$4\frac{1}{2}$	2,893	4 –	2
		Marlesford - -	1	2	11	20	–	–	4	2,306	15 –	2
		Glemham - -	1	2	176	14	–	–	2	2,050	– –	2
		Stratford, St. Andrew	0	6	98	8	–	–	2	1,307	5 –	1
		Farnham - - -	0	1	198	4	–	–	6	1,541	2 6	1
		Benhall - - -	1	6	$118\frac{1}{4}$	22	–	–	4	3,250	2 6	3
		Saxmundham - -	0	5	22	20	–	–	6	4,722	2 6	1
		Carlton - - -	0	3	0	10	–	–	$2\frac{1}{2}$	944	– –	$1\frac{1}{2}$
		Kelsale - - -	1	6	209	29	–	–	4	5,214	– –	1
		Yoxford - - -	2	0	$200\frac{3}{4}$	45	–	–	4	5,582	10 –	2
		Darsham - -	2	4	66	48	–	–	4	2,690	– –	5
		Thorington - -	1	6	$170\frac{1}{2}$	20	–	–	2	1,832	– –	6
		Blythburgh - -	2	4	$71\frac{1}{2}$	24	–	–	2	4,499	– –	$1\frac{1}{2}$
		Henham - - -	1	3	110	16	–	–	2	2,096	10 –	2
		Wangford - -	1	2	$107\frac{1}{4}$	20	–	–	3	2,027	10 –	2
		Trostenden - -	1	1	15	15	–	–	3	2,308	10 –	$1\frac{1}{4}$
		Wrentham - -	1	5	132	26	–	–	3	4,268	5 –	$1\frac{1}{2}$
		Benacre - - -	1	4	81	18	–	–	2	2,288	5 –	2
		Henstead - -	0	2	$52\frac{1}{2}$	4	–	–	3	1,884	2 6	1

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF SUFFOLK—*continued.*			*Ms. fur. yds.*	£. *s.* *d.*	*d.*	£. *s.* *d.*	*d.*	
Ipswich to South Town, and Darsham to Bungay —*continued.*	- - - - - - -	Kessingland - -	1 7 143	40 – –	3	2,721 10 –	3	
		Gisleham - -	0 2 70	6 – –	2½	2,219 15 –	1	
		Pakefield - -	1 1 93½	28 – –	6	1,429 10 –	1 *s.*	
		Kirkley - - -	1 0 0	32 – –	9½	2,927 – –	1 *s.*	
		Lowestoft - -	0 2 200¾	16 – –	- -	- -	½	
		Lowestoft - -	1 2 0	Repaired by town.	—	—	—	
		Gunton - - -	1 1 99	26 – –	3½	897 – –	7	
		Oulton - - -	0 1 55	3 – –	—	—	—	
		Corton - - -	1 2 156¾	30 – –	2	2,107 – –	4	
		Blundestone - -	0 2 178¾	6 – –	3	2,850 10 –	2	
		Lound - - -	0 3 77	8 – –	3	2,190 7 6	1	
		Hopton - - -	1 4 148½	31 – –	3¼	1,950 17 6	2	
		Gorleston - -	2 0 170½	45 – –	4	5,612 – –	5	
		Bramfield - -	2 5 77	35 – –	2	4,270 – –	2	
		Wenhaston-with-Mells Hamlet.	0 5 198	15 – –	4	1,179 15 –	2	
		Halesworth - -	2 1 2¾	32 – –	4½	8,134 – –	1	
		Spexhall - - -	1 5 171¾	27 – –	4	2,169 15 –	4	
		St. Lawrence, Ilketshall.	2 5 122¼	25 – –	2	1,671 – –	4	
		St. John's, Ilketshall	0 7 77	11 – –	3	1,147 5 –	1½	
		Bungay - - -	1 2 52¼	22 – –	—	—	—	
			63 7 200¾	1,140 – –				
South Town - - -	Hamlet of South Town, otherwise Little Yarmouth.	Hamlet of South Town, otherwise Little Yarmouth, in the Parish of Gorleston.	1 5 192	264 11 9	1	7,802 10 –	8	The South Town Road being immediately adjoining the populous town of Great Yarmouth, and the Railway Station being upon this road, the traffic thereon is very heavy, and a large expenditure is required to keep the road in repair. The tolls are extremely low, and are considered as a burthen by no one using the road, and are principally paid by the inhabitants of Great Yarmouth. If the tolls be abolished, the road must be maintained from a highway rate upon the hamlet alone, and increase the rate from 1 *d.* to 9 *d.*, whilst the inhabitants of Great Yarmouth, who are principally benefited by the road, will bear no part of the burthen.

Sudbury to Bury St. Edmunds.	- - - - - - -	Alpheton - -	2 4 122	25 - -	2½	1,627 15 -	6
	Lavenham - - - -	Bradfield Combust -	1 3 67	10 - -	1¼	1,305 7 6	½
		Cockfield - -	0 4 192	6 - -	6	5,792 1 6	¼
		Lawshall - - -	0 6 147	8 - -	4	3,753 3 8	¼
		Melford - - -	4 1 129	356 - -	3¼	11,105 - -	6
	Wickhambrook - - -	Nowton - - -	0 6 0	17 - -	4	1,900 - -	1
	Lavenham - - - -	Shimpling - -	0 5 193	7 - -	3½	3,450 - -	¼
		Stanningfield - -	0 2 135	4 - -	3	2,080 - -	½
	No District.—Highway repaired by the Paving and Lighting Commissioners, under a Special Act -	Sudbury - - -	1 2 0	90 - -	9	6,824 7 6	1¾
	Lavenham - - -	Whelnetham Magna	1 2 31	10 - -	3	2,282 19 8	1
		Whelnetham Parva -	0 6 14	17 - -	3	947 12 6	1
COUNTY OF SURREY:							
Bramley and Ridgewick, Second District.	Blackheath - - -	Cranley - - -	3 2 77	85 - -	1½	7,461 - -	1
		Ewhurst - - -	2 6 273	68 - -	2¼	4,120 - -	1½
COUNTY OF SUSSEX:							
Beachdown to Heathfield, Robertsbridge, &c.	Not in Highway District -	Battle - - -	2 6 0	44 19 3	8·33	7,481 - -	1·46
	In Hastings Highway District - - - -	Brightling - -	4 4 0	73 11 6	15·	2,890 - -	6·10
		Dullington - -	3 4 0	57 4 6	18·	1,794 5 -	7·65
	Not in Highway District -	Heathfield - -	2 0 0	32 14 -	22·	6,431 7 6	1·22
		Warbleton - -	1 2 0	20 8 9	14·	4,348 5 -	1·12
		Salehurst - -	1 4 0	24 10 6	2·75	9,606 7 6	0·36
			15 4 0	253 8 6	- -	32,551 5 -	
Broil Park Gate to Battle	- - - - - - -	Ringmer - - -	1 2 110	43 - -	4	7,716 15 -	1·33
	Not in Highway District -	Laughton - -	3 0 209	103 - -	8	4,619 7 6	5·22
		Chiddingley - -	0 4 0	16 - -	8	3,751 12 6	1
		Hellingly - -	0 7 44	21 10 -	6·66	5,259 - -	1
		Hailsham - -	1 3 110	34 10 -	8	6,440 5 -	1·25
		Herstmonceux - -	2 7 72	70 - -	8	6,068 17 6	2·77
		Wartling - -	1 7 164	48 - -	9	5,197 2 6	2·22
	In Hastings Highway District - - - -	Ninfield - - -	2 6 110	71 - -	8·50	1,886 10 -	9
		Catsfield - - -	2 2 88	58 - -	15·75	2,389 7 6	5·90
	Not in Highway District -	Battle - - -	1 7 66	48 - -	8¾	7,481 - -	1·54
			19 1 93	513 - -	- -	50,809 17 6	

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COUNTY OF SUSSEX—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Cowfold and Henfield	Henfield	Henfield	1 5 96½	36 17 11½	5	9,556 9 1	1	
	Shermanbury	Shermanbury	1 5 13	35 17 1	8½	2,255 5 –	4	
	West Grinstead	West Grinstead	0 6 3¼	16 10 9¾	4¼	7,024 – –	¾	
	Cowfold	Cowfold	3 1 198	71 1 –	4½	4,313 – –	4	
	Beeding, Lower	Beeding, Lower	3 7 209	87 13 9	1 *s.* 4½ *d.*	5,151 18 –	4¼	
	Slaugham	Slaugham	0 7 184	21 11 –	7	5,552 – –	1	
Cowfold and Henfield Branch.	Beeding, Lower	Beeding, Lower	1 2 11	46 18 11⅜	1 *s.* 4½ *d.*	5,151 18 –	2¼	
	Nuthurst	Nuthurst	1 4 132	58 18 6½	8½	2,987 7 6	4¾	
	Horsham	Horsham	1 1 143	45 1 4⅜	7	24,674 10 –	½	
			Ms. fur. rods.					
Horsebridge and Horeham	Uckfield Local Board	Uckfield	0 4 11	9 10 –	6	4,904 1 3	½	
		Framfuld	2 0 4	38 – –	11	6,106 10 –	1½	
		Little Horsted	0 3 9	8 5 –	9¼	2,072 5 –	1	
		Easthothly	3 0 26	67 10 –	9	2,557 10 –	6½	
		Laughton	0 3 10	8 – –	8	4,543 17 6	½	
		Chiddingly	2 3 18	67 10 –	8	3,743 7 6	4½	
		Hellingly	6 2 26	185 – –	9¼	5,397 5 –	8½	
		Waldron	2 6 9	43 10 –	1 *s.* 1 *d.*	4,444 – –	2¼	
		Hailsham	3 0 28	95 10 –	8	10,033 10 –	2¼	
		Westham	3 6 32	57 15 –	3¾	7,082 – –	2	
		Willingdon	0 5 18	12 – –	3	5,244 17 6	½	
	Eastbourne Local Board	Eastbourne	0 7 24	123 10 –	—	—	—	
			Ms. fur. yds.					
Lewes and Brighton		Saint Ann's, Lewes	2 2 66	160 – –	2	3,510 5 –	8	
		Falmer	2 6 187	196 5 –	3	4,137 14 1	10	
		Patcham	1 0 60½	118 – –	2	9,448 18 3	3	
		Preston	0 3 82½	65 – –	4	6,775 6 6	2	
Mayfield and Wadhurst	Mark Cross Highway District.	Frant	4 4 0	139 10 –	10¾	9,502 – –	3	
		Mayfield	8 4 0	263 10 –	11½	12,376 – –	4½	
		Rotherfield	1 2 0	38 – –	1 *s.* 7¼ *d.*	10,886 – –	¾	
		Waldron	0 1 0	4 – –	- -	- -	¼	
		Wadhurst	3 6 0	116 5 –	11½	12,270 – –	2½	
	Parish only	Ticehurst	4 4 0	139 10 –	8	10,809 – –	2½	
	Parish only	Etchingham	0 2 0	8 – –	1 *s.* 2 *d.*	5,018 – –	¼	

Petworth	Godalming, Surrey	Witley	2 1 171	55 – –	1 s.	7,276 – –	2	
		Godalming	1 2 166	38 – –	1 s.	17,428 – –	1	
		Hambledon	0 3 78	12 – –	1 s.	1,463 – –	1	
		Chiddingfold	3 0 191	78 – –	1 s. 4 d.	4,797 8 6	3	
		Northchapel	4 4 12	98 – –	6	2,[illegible]11 15 6	8	
		Petworth	5 6 127	122 – –	5	10,7[illegible]8 7 10	3	
		Duncton	3 2 5	60 – –	5	1,077 15 9	1 s.	
		Upwaltham	2 5 154	32 – –	6	247 8 –	2 s.	
		Eartham	0 6 38	8 – –	3	1,050 19 6	2	
		Egdean	0 7 77	18 – –	7	613 10 –	6	
		Fittleworth	1 2 115	30 – –	5	2,143 7 4	3	
		Stopham	0 4 100	13 – –	10	1,221 14 6	2	
Storrington and Ball's Hut	Steyning	Storrington	1 1 154	17 12 –	9	4,490 – –	1	
	Petworth	Parham	0 7 55	13 3 –	- -	846 – –	4	
	Arundel	Rackham	0 5 193	10 13 –	9	960 – –	3	
		Amberley	1 3 182	21 10 –	6	2,205 – –	2½	
		Houghton	2 2 94	29 2 –	1½	685 – –	10	
		Madehurst	1 6 182	26 18 –	4	1,189 – –	6	
		Slindon	1 4 39	22 2 –	6	1,942 – –	3	
		Walberton	0 1 39	2 2 –	4	3,943 – –	¼	
Storrington and Wiston	Petworth	Pulborough	2 3 88	46 – –	6	9,803 – –	1	
		Wiggenholt	1 4 0	28 10 –	- -	924 – –	7½	
		Parham	0 1 55	3 – –	- -	846 – –	1	
	Steyning	Storrington	2 0 99	39 – –	9	4,490 – –	2	
		Sullington	1 0 83	19 15 –	6	1,953 – –	2½	
		Washington	1 7 193	37 15 –	3	3,775 – –	2½	
		Ashington	0 4 0	9 10 –	5	1,372 – –	2	
		Wiston	1 3 83	27 – –	6	2,592 – –	2½	
		Steyning	0 3 0	7 – –	3	7,543 – –	¼	
Tunbridge Wells to Uckfield.	Mark Cross Highway District.	Frant	2 4 0	128 – –	9	9,502 – –	4	
		Rotherfield	6 0 0	235 – –	10	10,320 – –	6	
		Buxted	3 4 0	136 – –	8	6,832 – –	3	
		Maresfield	1 0 0	39 – –	8	5,144 – –	2	
COUNTY OF WARWICK:								
Ansley and Whitacre		Nuneaton	0 6 132	16 10 –	- -	21,267 – –	1 s. 8 d.	Nuneaton includes Attleborough and Stackingfield.
		Hartshill	0 2 110	12 2 6	4	4,719 5 –	1½	
		Ansley	4 2 112	18 – –	2	4,595 10 –	2½	
		Over Whitacre	1 4 5	4 10 –	3	2,317 14 2	3	

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COUNTY OF WARWICK—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Birmingham and Spernal Ash.	Alcester	Studley	4 4 0	130 – –	4	9,791 – –	4	
	Redditch	Beoley	2 4 0	80 – –	5	7,490 – –	3½	
	Not in any district	Solihull, Forshaw Division.	1 2 0	40 – –	4	1,115 – –	9	In each of these parishes there are several other turnpike roads.
		Kingsnorton	6 0 0	300 – –	4	45,626 – –	2	
		Balsal Heath	1 2 0	250 – –	6	20,600 – –	3	
Coventry and Wolvey	Not in any district, the county of Warwick not having adopted the New Highway Act	Stoke	0 7 29	62 11 9	2	4,937 – 9	3	Has no highways to repair.
		St. Michael's	0 5 162	44 12 6	– –	– –	– –	
		Wyken	0 3 110	25 13 4	3	1,699 4 7	3½	
		Soane	1 2 174	49 9 2	6	5,782 11 –	2½	
		Anstey	1 1 50	29 12 1	1½	2,671 5 –	3	
		Thilton	1 2 95	39 5 –	6	2,303 11 –	4¼	
		Wolvey	0 5 115	22 14 3	6½	4,101 5 –	1½	
Dunchurch and Stonebridge	There are no highway districts formed in any of the parishes through which this road passes	Dunchurch	0 5 171	47 3 –	4	3,360 17 9	1½	
		Thurlaston	1 6 29	41 2 3	4⅓	2,085 – –	5	
		Stretton on Dunsmore	2 5 212	82 4 –	8	2,478 15 4	6	
		Ryton on Dunsmore	2 4 141	51 11 8	4	3,044 – 11	6	
		Hamlet of Willenhall	0 7 38	8 5 –	1¼	1,623 17 –	4	
		St. Michael, Coventry	2 7 99	241 – –	5¼	10,775 10 –	2½	
		Hamlet of Coundon	0 3 160	63 – –	6	2,524 8 8	1½	
		Allesley	2 7 85	170 – –	5¼	8,005 16 9	3	
		Meriden	2 3 115	100 – –	5	4,783 5 –	3½	
		Great Packington	0 7 187	22 12 –	2¼	2,668 8 –	2	
Hinckley and Coventry	In no highway district. The county of Warwick has not adopted the New Highway Act	Holy Trinity	0 4 188	80 17 –	5	4,858 – –	4	
		Foleshill	2 7 44	382 16 –	4	16,530 10 –	5¾	
		Exhall	0 6 176	93 10 –	4	4,243 12 3	4½	
		Bedworth	1 1 198	136 2 6	6	10,208 – –	3¼	
		Chilvers Coton	2 0 198	154 18 –	7½	8,245 17 –	4½	
	Local Board of Health	Nuneaton	2 3 22	157 11 6	– –	21,267 – –	1*s.* 8*d.*	
	County of Leicester, and in Hinckley District	Wyken	0 1 88	7 14 –	7	1,326 5 6	3	
		Hinckley	1 6 10	115 17 6	7	10,137 – –	3	

COUNTY OF WESTMORELAND:								
Ambleside - - -	- - - - - -		0 1 66	2 – –	3	4,332 15 9	6	
			4 6 41	105 – –				
	Nether Graveship, Strickland, Kettle, Crook, Undermillbeck, Nether Staveley, Over Staveley, Hugill - - - -	Parish of Kendal and Windermere -	1 7 88	28 – –	1	1,703 12 –	4	
			2 6 156	36 – –	3	8,806 1 –	1	
			1 1 48	25 – –	5¼	2,320 16 9	3	
			0 3 33	10 – –	5½	2,157 18 8	1¼	
			2 1 154	50 – –	2¼	2,277 15 –	5¾	
	Applethwaite - - -	Parish of Windermere	2 5 209	120 – –	4	4,038 10 –	7½	
	Trantbeck - - - -	Parish of Windermere	1 4 66	70 – –	4	2,896 8 –	6	
	Ambleside - - - -	Parish of Windermere and Grasmere.	2 3 143	170 – –	2	8,444 13 –	5	
	Rydal, Laughrigg, Grasmere - - - -	Parish of Grasmere -	2 3 66	42 – –	7¼	1,884 2 6	6	
			3 5 30	60 – –	5¼	4,880 17 6	3	
			26 2 0	718 – –				
COUNTY OF WILTS:								
Devizes (Consolidated) -	- - - - - -	Chapelry of St. James	4 2 176	304 10 –	3½	5,387 – –	11¾	
		Rowde - - -	3 7 110	236 – –	4¾	5,813 – –	9½	
		Bromham - -	2 2 110	92 10 –	4½	6,794 – –	3	
		Chittoe (Tything) -	1 0 110	42 10 –	- -	- -	- -	No return.
		Etchilhampton (Tything).	0 3 176	33 5 –	4½	1,796 – –	4	
	Devizes Highway District -	Bishops Cannings -	2 0 66	122 5 –	8¾	10,146 – –	2¼	
		Chippenham - -	1 0 176	33 – –	6	16,437 5 6	¼	The Chippenham Trust runs through great part of this parish, and would add much to the rates.
		Potterne - - -	2 4 110	153 15 –	3½	8,651 – –	4¾	
		Poulshot - -	0 6 0	45 – –	6¾	3,658 – –	3	
		Stert - - -	0 5 0	43 13 –	4¼	1,229 – –	8½	
		Fullway - - -	0 3 66	28 17 6	- -	- -	- -	No return.
		Erchfont - -	2 5 110	188 2 6	4¼	9,176 – –	5	
		Market Lavington -	0 4 132	23 – –	6½	4,807 – –	1⅛	
		West Lavington -	2 2 0	90 – –	3¾	9,138 – –	2⅜	
		Seend - - -	2 0 110	103 2 6	4½	7,689 – –	3¼	The Melksham and Trowbridge Trusts run also through this chapelry, and would add greatly to the rates.
Marshfield - - -	- - - - - -	Cold Ashton - -	1 7 146	64 – –	6	2,282 – –	7	
	Chipping Sodbury - -	Marshfield - -	2 2 84	84 – –	4	10,212 – –	2	
	Chippenham - - -	North Wraxall -	3 0 21	99 – –	7	2,944 – –	8	
		Castle Coombe -	0 1 193	8 – –	10	2,886 – –	½	
		Slaughterford - -	0 1 83	7 – –	4½	1,281 – –	1½	
		Yatton Keynell -	0 6 97	26 – –	9	3,364 – –	1¾	
		Biddestone - -	0 6 82	26 – –	1 s.	2,604 – –	2½	
		Chippenham - -	2 2 33	76 – –	6	22,401 – –	1	
		Langley Burrell -	0 3 66	13 – –	4	8,967 – –	½	
		Hardenhuish - -	0 2 168	11 – –	4	1,093 – –	2	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF WILTS—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Melksham	Trowbridge District	Seend (chapelry)	2 2 0	73 7 9	2½	8,660 – –	2¼	
		Melksham	4 7 0	159 – 1	3½	22,668 – –	1¾	
		Atworth or Atford	1 5 0	53 – –	7	2,467 – –	2⅜	
	Chippenham District	Box	1 4 0	47 2 3	9¼	10,184 – –	1	
Swindon, Calne, and Cricklade.	Cricklade District	Cricklade, St. Sampson	1 2 187	49 2 7	3	12,247 – –	1	
	Swindon District	Liddiard Tregooze	1 3 165	53 4 1	8	9,452 – –	1¼	
		Liddiard Millicent	0 4 0	18 2 2	9	4,227 – –	1	
	Cricklade District	Purton	3 6 154	139 – 2	6½	14,302 – –	2¼	
COUNTY OF WORCESTER.								
Kidderminster	No Highway District	Kidderminster Borough	4 3 8	400 – –	2	34,200 – –	3	
	Kidderminster	Kidderminster, Foreign	15 1 0	454 – –	3	23,358 – –	5	
		Wolverley	6 1 70	184 – –	3	13,935 – –	3	
		Churchill	1 5 154	47 – –	3	1,628 – –	7	
		Stone	3 7 146	120 – –	3	4,860 – –	6	
		Chaddesley	2 3 112	75 – –	3	12,294 – –	1½	
	Bromsgrove	Bromsgrove	3 0 66	90 – –	2	22,153 3 11	1	
	No Highway District	Kinfare	2 4 88	75 – –	2	14,347 10 –	1½	
		Upper Arley	2 6 108	76 – –	4½	4,845 – –	4	
	Bridgnorth	Quatt	2 1 88	65 – –	2½	3,873 – –	4	
		Alveley	4 1 32	124 – –	6	6,252 – –	5	
	No Highway District	Wall Heath	3 1 44	95 – –	7½	11,049 17 6	2	
		Upton Warren	0 4 44	15 – –	3½	4,211 15 –	1	
		Lower Milton	1 3 176	45 – –	- -	8,805 11 8	1½	Lower Milton is under a local Government Board, and the repairs come out of the General District Rate.
	No Highway District	Hartlebury	7 7 44	240 – –	2½	13,130 1 –	4½	
	Bridgnorth Borough	St. Mary Magdalene	1 2 76	42 – –	6	11,000 – –	1	
		Quatford	1 1 0	34 – –	1	985 10 3	8	

233. Shelsley - - - -	Martley - - - -	Stanford - - -	1 4 129	32 1 6½	4½	1,851 14 –	3¼	
		Shelsley Walsh -	1 2 135	27 13 1½	3¾	845 10 –	5¾	
		Clifton-on-Teme -	0 6 160	16 15 3	4¾	3,827 6 6	1	
COUNTY OF YORK:			*Ms. fur. poles.*					
Barnsley and Pontefract -	- - - - - -	Barnsley - -	0 4 28 0 2 26	52 – –	1 *s.*	45,653 14 2	1	
		Ardsley - - -	0 5 9	30 – –	4	7,373 19 6	1	
		Monk Bretton - -	2 7 2¾	71 13 8	6	8,601 12 8	2	
		Cudworth - -	1 3 34	56 6 –	6	4,821 11 –	2¾	
		Shafton - - -	0 4 20	18 – –	8½	1,146 19 6	4	
		Brierley - - -	1 2 13	40 – –	10	2,755 18 2	2	
		Hemsworth - -	2 6 20⅘	78 2 6	10	7,111 19 6	2	
		Ackworth - -	0 3 31⅕	18 – –	10	6,500 16 8	½	
			11 0 24⅗					
			Ms. fur. yds.					
Beverley Hessle and North Cave.	- - - - - -	Saint John's, Beverley	1 2 0	55 – –	3	7,385 – –	2	In addition to these there are about 400 yards of road divided between eighteen townships, the calculation respecting which would only be fractionally small.
		Rowley - - -	2 3 198	62 10 –	7	8,188 – –	1¾	
		Cottingham - -	2 5 166	52 10 –	6	34,000 – –	3/16	
		Skidby - - -	0 0 88	3 – –	10	2,537 – –	¼	
		Willerby - - -	1 0 205	17 17 6	10	2,500 – –	1¾	
		Kirk Ella - -	2 0 138	67 – –	11	2,000 – –	8	
		Anlaby - - -	1 4 139	60 – –	11	3,771 – –	4	
		Hessle - - -	1 0 103	40 – –	1 *s.*	13,531 – –	¾	
		Swanland - -	0 6 101	13 – –	10	9,349 – –	3/16	
		South Cave - -	2 7 85	60 – –	7	8,500 – –	1¾	
		Drewton - - -	0 – 219	2 10 –	5	1,500 – –	½	
		Everthorpe - -	1 2 127	30 – –	9	1,155 – –	6	
		North Cave - -	1 5 85	51 – –	6	4,464 – –	2¾	
Birstal and Huddersfield -	Fartown Board of Surveyors	Township of Huddersfield	0 7 160	386 – –	1 *s.* 1 *d.*	15,000 – –	6½	
	Deighton Local Board -	Township of Huddersfield.	0 6 171	254 – –	- -	- -	- -	I have not been able to obtain a return from this Board.
	Bradley Local Board -	Township of Huddersfield.	0 5 140	214 – –	4	5,106 6 –	10¾	
	Mirfield Board of Surveyors	Township of Mirfield	1 3 13	227 – –	6	22,580 1 1	2½	
	Liversedge Highway Surveyors.	Township of Liversedge.	1 4 53	245 – –	9	24,192 17 5	3	
	Heckmondwike Local Board	Township of Heckmondwike.	1 3 71	37 – –	1 *s.* 4 *d.*	19,226 – –	½	
	Birstal Local Board - -	Township of Gomersal	0 7 51	147 – –	8	15,087 15 –	2¼	
	Batley Local Board - -	Township of Batley -	0 4 70	15 – –	2 *s.*	40,895 – –	½	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF YORK—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Boroughbridge to Catterick, and Piersebridge.	Claro, Lower Division -	Milby - - -	0 2 183	13 11 10	5	1,746 15 5	2	
	Hallikeld Division - -	Langthorpe - -	0 3 69	15 4 10	- -	1,797 15 3	2	
		Kirkby Hill - -	1 1 2	20 13 –	2¾	2,369 8 7	2	
		Marton-le-Moor -	0 7 15	9 14 4	5	2,636 5 –	1	
		Norton-in-the-Clay -	0 1 130	2 3 9	6¾	1,728 15 –	½	
		Dishforth - -	0 4 16	5 12 –	4	3,621 – –	½	
		Hutton Conyers -	2 5 106	30 3 3	4	4,087 18 4	1¾	
		Melmerby - -	0 4 83	6 4 –	4	2,494 – –	¾	
		Baldersby - -	0 7 82	10 2 9	6	3,520 – –	¾	
		Middleton Querhow	0 7 47	9 18 4	4½	1,466 – –	1¾	
		Howe - - -	0 2 80	2 16 6	3	646 – –	1	
		Ainderby Querhow -	0 1 188	2 11 –	4	945 – –	¾	
		Kirklington with Upsland.	1 0 92	11 17 9	3	3,091 7 –	1	
		Sinderby - - -	0 3 148	5 1 –	4	1,325 – –	1	
		Pickhill with Roxby	0 4 157	6 9 6	4	3,364 15 –	½	
		Burneston - -	1 4 81	17 9 5	3	2,049 – –	2	
		Theakstone - -	0 6 107	12 12 3	3	1,573 – –	2	
	Hang, East Division - -	Exelby, Leeming and Newton.	1 6 40	27 13 3	3½	4,564 5 –	1½	
		Aiskew - - -	1 7 3	29 6 1	6	4,864 15 –	1½	
		Kirkby Fleetham -	0 7 37	13 19 5	4½	4,962 10 4	¾	
		Ainderby Myers with Holtby.	1 2 68	20 1 9	1½	1,413 – –	3½	
		Hackforth - -	0 1 47	2 7 –	3	1,890 – –	½	
		Killerby - - -	0 2 5	3 18 11	½	821 – –	1¼	
		Appleton, East and West.	0 2 160	5 4 9	½	2,629 – –	½	
		Catterick - -	2 2 43	50 6 7	3	3,822 7 –	3¼	
		Brough - - -	0 3 0	14 7 3	4	1,610 15 –	2¼	
	Gilling, East Division -	Brompton-on-Swale -	1 5 0	48 3 1	3	3,182 17 –	3¾	
		Moulton - - -	0 6 213	13 14 6	4	2,702 – –	1¼	
		Skeeby - - -	0 3 100	6 16 9	4	1,330 13 4	1¼	
		Middleton Tyas -	2 0 142	39 18 5	3	4,952 – –	2	
		Barton - - -	1 4 64	24 4 5	2½	3,679 – –	1¾	
		Aldborough - -	1 5 116	26 13 1	3	3,775 5 –	2	
		Manfield - - -	1 4 197	25 8 2	2½	3,602 10 –	1¾	
		Cliffe - - -	0 4 140	9 2 8	1	1,083 – –	2	

Boroughbridge and Durham	Lower Division of Claro -	Milby - - -	0 6 176	20 – 9	5	1,746 – –	2¾	
	Hallikeld Division - -	Kirby Hill - -	1 0 13	30 10 5	2	2,369 – –	3¼	
		Norton-in-the-Clay -	0 5 80	17 1 –	6	1,728 – –	2½	
		Dishforth - -	2 1 96	36 9 11	4	3,621 – –	2½	
		Aisenby - - -	1 2 166	36 – 4	3	2,224 – –	4	
	Birdforth Division - -	Topcliffe - - -	1 7 142	49 5 8	3¼	6,200 – –	2	
		Catton - - -	0 4 30	7 1 4	5	1,428 – –	1¼	
		Carlton - - -	0 7 140	25 18 5	6	3,566 – –	1¾	
		Sand Hutton - -	1 1 77	26 17 –	3	2,238 – –	3	
		Newsham - -	2 1 176	56 14 7	1¾	3,307 – –	4¼	
		South Otterington -	2 4 52	56 19 11	1¼	3,450 – –	4	
	Allertonshire and Birdforth Division.	North Otterington -	1 2 157	39 4 4	- -	2,005 – –	4¾	No highways or highway rates.
	Allertonshire Division -	Romanby - -	1 0 129	17 11 –	3	4,578 – –	1	
		Northallerton - -	2 7 60	74 16 3	4¾	8,273 – –	2¼	
		Brompton - -	0 2 213	2 3 5	8	5,985 – –	¼	
		Hutton Bonville -	1 2 103	15 12 4	1	2,096 – –	2	
		Birkby - - -	0 4 196	5 – 1	1	1,657 – –	¾	
		Little Smeaton -	0 7 70	6 16 9	1	1,063 – –	1¾	
	Gilling, East - - -	Great Smeaton -	1 5 206	21 15 11	¾	2,297 – –	2½	
		Engholme - -	0 6 199	9 15 6	7¼	2,071 – –	1¼	
		East Cowton - -	0 4 107	17 13 6	3¼	5,929 – –	¾	
		Dalton - - -	1 7 19	50 19 2	4	2,558 – –	5	
		Croft - - -	1 0 24	19 8 3	2	3,836 – –	1¼	
			29 7 211	643 15 10		74,225 – –		
Brampton and Hooton Roberts.	- - - - - - -	Brampton Bierlow -	0 4 110	10 – –	10	9,785 – 5	¼	
		Rawmarsh - -	2 0 164	81 5 6	4	24,408 – –	¾	
		Swinton - - -	1 0 0	183 6 8	10	14,875 11 5	3	
		Hooton Roberts -	1 0 0	26 – –	8	1,570 16 8	4	
Dewsbury and Ealand -	- - - - - - -	Mirfield - - -	4 4 44	796 8 –	6	33,208 4 4	5¾	
		Hartshead - -	0 1 136	35 12 –	7½	2,137 14 9	4	
		Clifton - - -	0 2 97	53 14 –	7	8,831 11 7	1¼	
		Bradley - - -	2 2 48	200 8 –	4	5,125 10 –	9¼	
		Fixby - - -	0 0 144	7 4 –	10	4,500 – –	¼	
		Rastrick - -	1 0 96	92 16 –	1 s. 4½ d.	14,141 – –	1½	
		Elland - - -	0 7 88	81 8 –	1 s. 7½ d.	10,000 – –	1¾	

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COUNTY OF YORK—*continued.*			*Ms. fur. yds.*	£. *s.* *d.*	*d.*	£. *s.* *d.*	*d.*	
Dunford District - -	- - - - - -	Wooldale Township -	0 6 20	19 10 –	1 *s.* 1 *d.*	8,712 12 –	$\frac{1162}{21089}$	
	These Townships and Hamlet each maintain their own Highways, and are not included in any Highway, Division, or District - - - -	Cartworth Township	0 5 14	29 10 –	10	5,626 3 –	$1\frac{1}{4}\frac{95}{2813}$	
		Hepworth Township -	0 1 16	6 – –	3 *s.* 1 *d.*	4,094 18 –	$\frac{137}{490}$	
		Scholes Hamlet -	0 0 10	- -	7	2,900 5 –	—	
		Holme Township -	0 1 110	4 10 –	1 *s.* 3 *d.*	1,400 – –	$\frac{33}{435}$	
		Thurlstone Township	0 6 0	39 10 –	$8\frac{1}{2}$	8,711 2 –	$1\frac{3076}{8711}$	
			2 4 0	99 – –				
Harrogate and Hewick, and Ripon and Pateley Bridge (United).	Halikeld - - - -	Hutton Conyers -	3 0 2	82 – 8	4	4,087 18 4	5	Two turnpike trusts pass through this township, *i. e.*, Harrogate and Hewick, and Borough Bridge and Pierse Bridge Roads.
	Liberty of Ripon - -	Sharow - - -	0 5 62	50 – –	6	2,601 6 2	5	The Ripon Railway Station is situate in this township.
	City of Ripon - - -	Ripon (including part of Bondgate).	2 4 148	142 9 2	7	21,437 – –	$1\frac{3}{4}$	
	Liberty of Ripon - -	Aismunderby (with the remainder of Bondgate).	2 0 87	43 3 –	2	1,735 15 –	6	
		Bishop Monkton -	0 7 88	22 8 –	6	3,593 5 6	$1\frac{1}{2}$	
		Ingerthorpe - -	0 1 154	6 13 –	$3\frac{1}{2}$	924 – –	$1\frac{3}{4}$	
		Markington, with Wallerthwaite.	0 4 23	14 1 3	3	2,158 – –	$1\frac{1}{2}$	
	Lower Claro - - -	South Stainby, with Cayton.	1 4 8	55 13 10	$\frac{3}{4}$	3,285 – –	4	
	Liberty of Ripon - -	Nidd - - -	0 1 37	4 17 4	2	2,754 – –	$\frac{1}{2}$	Two turnpike trusts pass through this township, *i. e.*, Harrogate and Hewick, and Knaresborough and Pately Bridge Roads.
	Upper Claro - - -	Ripley - - -	1 5 165	63 13 2	6	2,851 – –	$5\frac{1}{4}$	The same two last-named trusts also pass through this township.

	Lower Claro	Killinghall	1 3 176	75 2 8	4	4,470 6 3	4	Three turnpike trusts pass through this township, *i. e.*, Dudley Hill and Killinghall, Harrogate and Hewick, and Skipton and Wetherby Roads.
		Bilton, with Harrogate and Pannal.	1 6 215	190 5 –	9	29,400 – –	1½	Four turnpike trusts pass through this township, *i. e.*, Harrogate and Hewick, Dudley Hill and Killinghall, Harrogate and Borough Bridge, Harrogate and Leeds, and Skipton and Wetherby Roads.
	Liberty of Ripon	Bridge Hewick	1 2 6	51 2 –	2	1,280 – –	9½	
	Halikeld	Marton-le-Moor	1 4 66	45 3 7	5	2,636 5 –	4	Two turnpike trusts pass through this township, *i. e.*, Harrogate and Hewick, and Borough Bridge and Pierse Bridge Roads.
	Liberty of Ripon	Shilton	0 4 57	16 14 –	8	2,000 18 5	2	
	Halikeld	Kirkby-on-the-Moor	0 5 31	20 18 11	3	2,369 8 7	2¼	Three trusts pass through this township, *i. e.*, Harrogate and Hewick, Borough Bridge and Pierse Bridge, and Borough Bridge and Durham Roads.
	Liberty of Ripon	Bishopton	0 5 65	33 14 6	2	1,437 – –	5½	
	Kirkby Malyeard	Studley Roger	0 5 86	31 10 6	3	1,314 – –	6	
		Lindrick, with Studley Royal.	1 1 54	33 9 4	- -	1,454 – –	5½	The other roads in this township are *ratione tenuræ* roads.
		Aldfield	1 5 171	53 2 5	4	1,376 – –	9¼	
	Liberty of Ripon	Risplith	0 6 116	30 14 7	3	3,128 11 4	1 *s.* 11 *d.*	
		Sawley	2 1 73	47 3 –	6	2,328 18 –	5	
		High and Low Bishopside.	3 7 80	128 6 6	1 *s.*	6,865 10 –	4½	
Huddersfield and Woodhead	Lockwood Local Board	Township of Lockwood.	0 5 5	262 – –	10½	19,200 – –	3¼	
	Newsome Local Board	Township of Almondbury.	1 7 100	365 – –	10	7,984 – –	6	
	Honley Local Board	Township of Honley	1 7 106	310 – –	1 *s.* 3 *d.*	12,955 – –	4	
	Netherthong Local Board	Township of Netherthong.	0 6 103	225 – –	1 *s.* 1 *d.*	3,689 12 6	4	
	Upperthong Local Board	Township of Upperthong.	1 4 202	139 10 –	7	6,818 17 6	5	
	Austonley Local Board	Township of Austonley	1 3 12	113 10 –	7	4,953 – –	4	
	Holme Local Board	Township of Holme	2 3 103	52 – –	1 *s.* 3 *d.*	1,460 – –	5	
	Stockport and Hyde Division of Highways.	Township of Tintwhistle.	2 6 29	43 – –	3	11,041 – –	1	

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COUNTY OF YORK—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Hull and Beverley - -	- - - - - - - -	Parish of Sculcoates	0 1 146	158 15 –	8	76,000 – –	½	
		Parish of Cottingham	5 0 150	466 5 –	6	34,000 – –	3¼	
		Parish of Skidby -	0 3 154	40 14 –	10	2,537 – –	4	
		Township of Thearn	1 0 110	93 10 –	2	1,060 – –	1 *s.* 9 *d.*	
		Township of Woodmansey and Beverley Parks.	1 0 20	89 – –	2½	9,797 – –	2¼	
		Parish of St. John, Beverley.	0 5 66	58 6 –	3	7,385 – –	2	
Keighley and Bradford -	No highway district - -	Keighley - -	1 0 6	280 – –	1 *s.*	27,771 3 9	3¾	
		Morton - - -	1 5 26	200 – –	8	7,391 – –	4¾	
		Micklethwaite Hamlet	0 7 144	130 – –	8	9,883 7 5	3¼	
		Bingley (district under Improvement Commissioners).	0 6 38	110 – –	1 *s.*	10,617 – –	2½	
		Remainder of Township and Cottingley Hamlet.	1 4 93	230 – –	11	2,362 18 2	2 *s.* 4⅓ *d.*	
		Shipley - - -	2 6 85	400 – –	11	26,023 – –	4¾	
		Heaton - - -	1 3 102	193 – –	11	5,402 – –	—	
Lockwood and Meltham -	Lockwood Local Board -	Township of Lockwood	0 7 38	201 – –	10½	19,200 – –	2½	
	Maglordship, Highway Surveyors	Township of South Crosland.	0 6 60	213 – –	6⅔	5,680 14 –	9	
	South Crosland, Highway Surveyors.	Township of South Crosland.	1 4 93	180 – –	1 *s.* 3 *d.*	3,316 – –	6	
	Meltham Local Board - -	Township of Meltham	1 0 42	- -	10	458 – –	- -	This length of road is entirely repaired by the Meltham Local Board, who have kept no account of the cost of it.
Otley and Skipton - -	East Staincliffe Highway District - - -	Township of Skipton	2 4 0	70 – –	10½	4,160 – –	¾	
		Township of Draughton	2 0 0	105 – –	6	2,362 – –	1½	
		Township of Addingham	2 4 0	279 18 –	6	5,877 – –	1	
		Township of Nessfield	0 1 0	14 14 –	6	802 – –	—	
	Township of Ilkley - -	Township of Ilkley -	3 6 0	205 16 8	1 *s.* 6 *d.*	2,742 19 –	3	
	Township of Denton - -	Township of Denton	0 1 0	3 – –	3	2,074 15 4	—	
	Township of Burley - -	Township of Burley -	2 4 0	162 10 –	3 *s.*	4,400 – –	1	
	Township of Otley - -	Township of Otley -	1 4 0	91 19 –	1 *s.* – ½ *d.*	13,030 – –	¼	

Rochdale, Halifax, and Elland.	- - - - - -	Wardleworth Township	0 5 55	Repaired by the Corporation of the Borough of Rochdale.	No rate for the last 3 years.	6,185 10 –	- -	Within the town of Rochdale.
	Lancashire - - -	Weurdale "	2 1 21	375 – –	3	11,722 5 –	11	Heavy traffic; Welsh stone used.
		Blatchinworth "	3 6 8	530 – –	6	8,548 – –	2 *s.*	Heavy traffic; Welsh stone used.
	Yorkshire, West Riding -	Soyland - "	5 2 104	450 – –	10	8,563 5 6	1 *s.* 10 *d.*	Partly paved; traffic thereon heavy; other part macadamised, and traffic light.
		Sowerby - "	1 6 164	370 – –	6	16,400 – –	10	Principally paved; traffic very heavy.
		Warley - "	0 2 163	180 – –	10	14,312 18 –	1 *s.* 1 *d.*	Entirely paved as a street within Sowerby Bridge.
		Skircoat - "	1 2 114	235 – –	7	7,552 13 10	1 *s.* 2 *d.*	Heavy traffic.
		Halifax - "	1 1 161	Repaired by the Corporation of the Borough of Halifax.	Cannot ascertain, being within the Borough.		- -	Within the town of Halifax.
		Barkisland "	2 0 161	70 – –	1 *s.*	6,446 17 –	1 *s.* 3 *d.*	Traffic extremely small.
		Elland-cum-Greetland	2 6 150	170 – –	10	1,333 6 8	2 *s.*	Traffic moderate.
			21 4 1	2,370 – –				
Rotherham and Wentworth	- - - - - -	Greasbrough - -	2 5 174	180 – –	8	11,998 11 10	2	
		Kimberworth - -	0 2 120	220 – –	1 *s.* 6 *d.*	56,434 – –	1	
		Rawmarsh - -	0 2 15	10 – –	4	24,408 – –	¾	
		Wentworth - -	2 5 12	65 – –	6	5,183 – –	2	
		Hoyland - -	0 1 181	4 – –	6	22,800 – –	¼	
			6 1 162					
Skipton and Clitheroe -	- - - - - - -	Skipton - - -	1 0 1	20 – –	10½	4,160 – –	1¾	
	East Staincliffe Highway District - - -	Stirton and Thorlby -	0 7 76	8 15 2½	9	3,111 – –	½	
		Broughton - -	2 7 144	26 15 4½	5	2,468 – –	2¾	
		Snartons Both -	2 2 94	16 7 –	1¼	2,983 – –	1¾	
		Bracewell - -	2 0 142	11 15 7	8½	1,532 – –	2	
	Union of Clitheroe - -	Gisburn - - -	4 0 13	60 8 11½	1	3,339 – –	4½	
		Sawley - - -	1 7 38	39 6 –	2½	2,573 – –	3¾	
		Chatburn - -	1 4 88	34 14 6	2½	2,285 – –	3¾	
		Clitheroe - -	1 3 46	36 13 10½	7½	20,401 – –	½	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF YORK—*continued.*			*Ms. fur. yds.*	£. *s.* *d.*	*d.*	£. *s.* *d.*	*d.*	
Skipton and Knaresbrough -	East Staincliffe Highway District.	Skipton (repaired *ratione tenuræ*, except about 900 yards).	2 2 109	13 – –	7	4,196 18 11	1	
		Halton - - -	2 2 25	34 10 –	7	1,478 11 3	1½	
		Bolton - - -	1 1 216	20 8 6	5	1,782 – –	1	
		Beamsley - -	0 2 54	2 5 –	7	882 18 –	¼	
		Hazlewood - -	2 7 1	31 13 10	4½	1,051 14 4	5	
		Blubberhouses - -	3 2 184	43 4 –	5	708 – –	9	
		Timble - - -	0 1 88	4 – –	3	1,120 – –	¼	
		Fewston - - -	1 7 196	20 – –	½	2,300 – –	1½	
		Clifton-with-Norwood	0 3 74	4 10 6	5¾	2,704 – –	¼	
		Fellescliffe - -	2 6 52	32 6 –	4	2,469 11 6	1	
		Hampsthwaite - -	0 7 141	16 15 –	6	1,777 19 6	1¼	
		Killinghall - -	1 5 143	35 – –	3	4,522 3 4	¾	
	Harrogate Improvement Commissioners and Local Board of Health.	Harrogate - -	3 3 57	170 – –	6½	31,000 – –	¼	
		Plompton - -	0 5 165	11 – –	1	2,436 2 9	—	
			24 3 185					
Tadcaster to Hobmoor Lane End.	- - - - -	St. Mary Bishophill, Senior.	0 2 120	17 13 –	- -	- - -	- -	Partly a city and partly a suburban parish, and its streets and roads are repaired by city rate.
		Dringhouses - -	0 6 217	48 6 3	3¼	4,234 10 –	4	
		Acomb - - -	0 0 165	5 3 10	4¾	5,281 12 2	1	
		Middlethorpe - -	0 3 21	21 8 4	4½	1,704 15 –	4	
		Bishopthorpe - -	0 1 31	7 17 10	5½	2,259 5 –	1	
		Copmanthorpe - -	0 3 42	22 1 3	4¾	5,098 – –	1½	
		Askham Bryan -	1 4 138	87 9 1	5¾	2,274 – –	1 *s.* 6 *d.*	
		Askham Richard -	0 3 63	22 15 –	7	1,944 – –	10	
		Bilbrough - -	1 0 106	58 14 2	8	2,052 – –	8	
		Colton - - -	0 0 16	– 10 4	- -	- - -	- -	No return has been obtained from Colton; but the entire length of the road in this parish is inconsiderable.
		Steeton - - -	1 4 133	87 5 2	3	1,355 16 4	1 *s.* 6 *d.*	
		Tadcaster - -	1 3 55	77 19 11	9	1,706 – –	1 *s.*	
			8 2 7	457 4 2				

Todmorden	There are no Highway Divisions or Highway Districts through which the Trust Road passes, each Township repairing the Roads within it.	Skircoat	0 6 198	47 8 9	10	23,602 10 10	under 1	Assessment before part of Skircoat added to Halifax Corporation; it is now only 7,552 *l.* 13 *s.* 10 *d.*
		Warley	2 5 198	142 16 7	$10\frac{2}{3}$	14,183 11 –	$2\frac{1}{3}$	
		Midgley	1 3 176	84 – 3	$5\frac{1}{3}$	7,400 10 –	$2\frac{1}{3}$	
		Wadsworth	1 4 110	121 11 3	4	11,190 – –	$2\frac{1}{2}$	
		Heptonstall	0 3 110	33 1 –	2	8,206 1 6	$1\frac{1}{4}$	
		Stansfield	5 3 132	392 2 4	4	15,706 – –	$6\frac{1}{4}$	
		Langfield	0 3 198	75 13 2	$3\frac{2}{3}$	4,671 2 7	$4\frac{1}{4}$	
		Todmorden and Walsden.	5 0 66	494 2 1	$1\frac{2}{3}$	9,339 13 8	$12\frac{3}{4}$	
		Blatchinworth and Calderbrook.	2 1 88	119 – –	6	8,640 – –	$3\frac{1}{2}$	
		Cliviger	4 5 188	209 – 1	$3\frac{1}{3}$	8,640 – –	6	
		Burnley	1 1 2	31 17 –	- -	- -	- -	The highways in Burnley are all within the limit of the Borough of Burnley, and the rate, &c. cannot be ascertained.
Wakefield and Austerlands	Lower Agbrigg	Thornes	0 4 95	123 – –	- (*a*) -	4,128 16 1	8	(*a*) No rate, but 16 *l.* 12 *s.* 6 *d.* a year received from property belonging to the Hamlet.
	Horbury Local Board	Horbury	1 6 90	150 – –	7	14,615 12 3	about 3	
	Netherton	Netherton	0 3 0	18 – –	8	4,171 4 –	about 1	
	Middle Shitlington	Middle Shitlington	1 0 40	46 – –	10	2,280 – –	5	
	Hamlet of Overton; Township of Shitlington; Parish of Thornhill	Overton	0 6 116	30 – –	10	920 – –	8	
	Whitley Upper	Whitley Upper	2 0 196	370 – –	$\frac{1}{4}$	4,262 2 6	2 *s.* 6 *d.*	The traffic through these three Townships is generally coal traffic from collieries (situate chiefly to the east of them all) to the Town of Huddersfield. The material with which this part of the road is repaired is bad, as regards Whitley Upper and Lepton.
	The Township of Lepton	Lepton	2 7 88	861 – –	1 *s.* 3 *d.*	5,493 2 –	about 3 *s.* 6 *d.*	
	The Moldgreen Local Board	Dalton	1 0 262	347 – –	1 *s.* 3 *d.*	17,579 – –	about 6	
	Lockwood Local Board	Lockwood	0 6 146	270 – –	$10\frac{1}{2}$	19,200 – –	$3\frac{1}{2}$	
	Linthwaite Local Board	Linthwaite	3 0 42	317 – –	$8\frac{1}{2}$	11,800 – –	10	
	Lingards	Lingards	1 1 20	80 – –	11	2,019 4 –	1 *s.*	
	Marsden-in-Almondbury Local Board.	Marsden-in-Almondbury.	3 7 13	161 – –	5	6,556 6 5	about 6	
	Marsden-in-Huddersfield Local Board.	Marsden-in-Huddersfield.	0 3 156	10 – –	$7\frac{1}{2}$	3,479 2 –	$\frac{5}{8}$	
	Lords Mere	Lords Mere	2 7 115	100 – –	$7\frac{1}{2}$	15,360 – –	$1\frac{1}{2}$	
	Upper Division of Shaw Mere	Shaw Mere	1 4 93	68 – –	$6\frac{1}{2}$	4,224 – –	2	
	Local Board for the Middle Division of Quick Mere.	Quick Mere	1 1 86	109 – –	$10\frac{1}{2}$	9,000 – –	$2\frac{1}{2}$	
York to Kexby Bridge, and Grimstone to Stone Dale.	No Highway Divisions or Highway Districts comprising any of the Parishes or Townships through which the Trust Road passes have yet been formed under the Act 25 & 26 Vict. c. 61	St. Nicholas, near York	0 3 74	44 6 9	1	987 10 –	1	
		Heslington, St. Lawrence.	0 6 198	85 16 10	4	2,587 10 –	1 *s.*	
		Heslington, St. Paul	0 2 85	33 6 9	11	1,742 15 –	5	
		Grimston	1 1 63	83 7 6	6	1,219 – –	8	
		Dunnington	2 6 129	181 17 9	7	4,638 – –	9	
		Kexby	1 2 160	73 14 9	$7\frac{1}{2}$	1,521 10 –	2 *s.*	
		Holtby	1 7 120	104 16 –	$6\frac{1}{2}$	1,547 10 –	1 *s.* 3 *d.*	
		Warthill	0 0 176	6 6 –	5	1,340 – –	6	
		Gate Helmsley	1 4 0	83 4 6	4	1,808 15 –	2 *s.*	

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

NAME OF TRUST.	Names of Highway Divisions or Highway Districts in which each Parish is situated.	Names of the several Parishes (or Townships, &c.) through which the Trust Road passes.	Length of Trust Road within each Parish, &c.	Average Annual Cost of Maintenance of such Road in each Parish during the last Three Years (*not per mile*).	Average Rate in the £. of the Highway Rate for the last Three Years in each Parish.	Rateable Value in each Parish for Highway Purposes.	Additional Rate in the £. required if the Trust Road were repaired by the Parishes.	REMARKS.
COUNTY OF YORK—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
York to Hexby Bridge, and Grimstone to Stone Dale —*continued.*	- - - - - No Highway Divisions or Highway Districts comprising any of the Parishes or Townships through which the Trust Road passes have yet been formed under the Act 25 & 26 Vict. c. 61 -	Stamford Bridge, West, with Scoreby.	0 2 16	13 19 3	10	1,600 – –	2	
		Stamford Bridge, East, with Burton Fields.	0 2 160	18 2 9	8	2,751 15 –	1½	
		Skirpenbeck - -	2 0 0	119 1 –	5½	2,251 15 –	1 *s.* 6 *d.*	
		Full Sutton - -	0 4 88	29 5 –	9	1,327 – –	5	
		Youlthorpe - -	1 4 100	68 18 –	10½	699 10 –	1 *s.* 9 *d.*	
		Bishop Wilton - -	3 6 0	153 1 5	8	4,167 – –	9	
		Buckthorpe - -	0 2 105	14 1 9	9	2,315 5 –	3	
		Kirby Underdale -	0 2 132	15 – 6	6½	2,212 15 –	1	
			19 4 66	1,128 6 6				
York and Oswaldkirk -	- - - - - -	Clifton - - -	0 6 22	34 10 –	7½	11,118 – –	1	
		Wigginton - -	3 1 29	134 – –	10	2,976 – –	6	
		Suett Carr - -	1 1 82	46 – –	5	1,010 – –	7	
		Sutton-on-the-Forest	2 5 186	92 – –	5½	5,294 – –	3	
		Stillington -	1 2 159	38 – –	7	3,876 – –	3	
		Marton - - -	1 7 44	34 – –	¾	3,431 – –	3	
		Brandsby - -	2 5 132	29 – –	4½	1,825 10 –	3	
		Grimston - -	0 1 30	2 – –	4	480 – –	1	
		Gilling - - -	2 6 216	27 – –	4	2,091 – –	3	
		Oswaldkirk - -	1 5 66	90 – –	11	1,409 12 –	8	
COUNTY OF FLINT:								
Flint, Holywell, and Mostyn	- - - - - Flint Division - - -	Flint Township, Flint Parish.	2 3 162	69 14 2	¾	7,526 3 2	1¾	
		Coleshill Fawr Township, Holywell Parish.	1 6 110	31 11 7	½	4,034 – –	1	
	Holywell Division - -	Bagillt Fawr Township, Holywell Parish.	0 7 160	189 16 1	3	4,196 – –	6½	
		Bagillt Fechan Township, Holywell Parish.	0 3 180	87 15 4	4	2,022 – –	6	

	ship, Holywell Parish.												
	Greenfield Township, Holywell Parish.	3	1	0	332	–	11	3	8,161	–	–	6
Holywell Division - -	Holywell Township, Holywell Parish.	2	0	19	100	18	11	1	8,147	–	–	2
	Whetstone Township, Holywell Parish.	0	5	150	50	–	11	5¾	821	–	–	10¾
	Brynford Township, Holywell Parish.	2	5	58	97	7	7	4¼	1,977	–	–	6¾
	Lugyn-y-Llan Township, Halkin Parish.	0	6	6	6	13	1	½	1,019	8	4	2
	Lugyn-y-Wern Township, Halkin Parish.	1	0	76	16	15	1	1	1,214	18	4	2
Northop Division - -	Northop Township, Northop Parish.	1	5	84	47	14	–	1⅛	2,554	15	10	2⅛
	Caer-fallwch Township, Northop Parish.	1	4	40	41	11	8	1½	2,644	15	7	3¾
	Soughton Township, Northop Parish.	1	3	31	30	18	10	¾	2,584	9	8	1¾
Mold Division - - -	Llwynegrin Township, Mold Parish.	0	7	40	23	13	11	1¾	1,022	6	5	3½
	Mold Township, Mold Parish.	0	2	10	30	14	10	¼	9,323	3	2	½
Holywell Division - -	Is-Glan Township, Whitford Parish.	1	1	180	95	4	5	4	1,839	19	6	8¼
	Bychton Township, Whitford Parish.	2	6	210	104	10	5	3⅛	2,279	10	2	6⅞
	Tre-Eden Owain Township, Whitford Parish.	2	1	144	28	5	10	4	543	15	9	8
	Mostyn Uwch-Glan Township, Whitford Parish.	5	4	174	77	10	5	2½	2,533	–	10	4¾
	Tre-Mostyn Township, Whitford Parish.	10	0	165	154	10	7	1½	6,267	16	3	3¾
	Tre-Llan Township, Whitford Parish.	1	2	210	22	14	2	2	738	10	–	4½
	Whitford Garn Township, Whitford Parish.	0	5	50	13	15	7	3½	726	16	6	2½

RETURN showing the Names of Turnpike Trusts; the Names of the several Parishes through which the Trust Road passes, &c.—*continued.*

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COUNTY OF FLINT—*continued.*			*Ms. fur. yds.*	£. s. d.	d.	£. s. d.	d.	
Flint, Holywell, and Mostyn—*continued.*	- - - - -	Trewaelod Township, Llanasa Parish.	2 5 22	37 12 11	2½	3,493 3 –	2	
	Prestatyn Division - -	Trelogan Township, Llanasa Parish.	0 3 150	4 12 11	1	1,278 14 –	¾	
		Axton Township, Llanasa Parish.	1 5 40	11 1 4	1¾	1,601 10 –	1¼	
		Tre-Graig Township, Newmarket Parish.	0 4 170	7 12 4	¾	893 – –	1¾	
	Caerwys Division - -	Bryngwyn-Issa Township, Caerwys Parish.	0 5 200	14 16 2	2	517 2 7½	4	
		Bryngwyn-Ucha Township, Caerwys Parish.	0 7 60	12 10 5	1½	555 15 3	3½	
		Trefedwyn Township, Caerwys Parish.	0 0 115	4 8 5	½	622 – –	1¼	
		Trerdre Township, Caerwys Parish.	1 4 110	15 13 10	1	1,369 18 6	2	
		Tre-Gellilovedy Township, Ysceifiog Parish.	2 1 170	16 18 4	1½	813 – –	3½	
		Pen-Ucha-Plwy Township, Ysceifiog Parish.	0 1 30	3 12 10	½	622 – –	1¼	
	St. Asaph Division - -	Cilowen Township, St. Asaph Parish.	0 2 88	5 12 9	½	841 15 –	1½	
		Bryngwyn Esgob Township, Tremeirchion Parish.	1 7 60	14 4 3	1⅛	755 6 8	2⅜	
		Maenefa Township, Tremeirchion Parish.	1 2 40	9 6 8	½	1,106 – –	1½	
		Tre-Llan Township, Tremeirchion Parish.	2 3 40	27 16 6	1	1,084 15 –	5	
			63 7 53					

RETURN

RELATING TO

TURNPIKE TRUSTS.

(*Lord George Cavendish.*)

Ordered, by The House of Commons, *to be Printed,*
29 *April* 1868.

[*Price* 10 *d.*]

233.

Under 8 *oz.*

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

IN

ENGLAND AND WALES,

FROM 1st JANUARY 1866 TO 31st DECEMBER 1866 INCLUSIVE.

PURSUANT TO THE ACT 3 & 4 WILL. IV. c. 80.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
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FOR HER MAJESTY'S STATIONERY OFFICE.

1868.

21585.

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INC

1. NAMES OF COUNTIES.	2. Balance in Treasurers' Hands on 1st January 1866.	3. Balance due to the Treasurers on 1st January 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.	10. Tota Incom
ENGLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Bedfordshire -	3,340 11 10	- - -	5,205 18 1	- - -	- - -	1 4 0	25 10 5	- - -	5,232 1
Berkshire -	3,467 3 2	36 17 5	8,570 13 10	437 12 6	192 0 0	0 3 3	60 10 7	- - -	9,261
Buckinghamshire	3,629 10 2	20 17 6	8,417 7 10	261 18 8	- - -	1 7 3	613 1 5	- - -	9,293 1
Cambridgeshire -	2,777 6 6	29 16 6	8,396 2 3	200 14 0	- - -	0 10 0	94 19 3	- - -	8,692
Cheshire - -	8,581 13 6	75 2 7	35,149 14 8	469 10 0	- - -	7 3 3	1,474 8 8	- - -	37,100 1
Cornwall - -	6,606 1 3	563 9 9	18,594 16 10	434 18 11	- - -	8 11 3	197 13 0	- - -	19,236
Cumberland -	2,556 4 3	64 14 2	9,988 9 7	227 1 0	- - -	0 13 8	254 16 8	- - -	10,471
Derbyshire -	9,713 14 9	107 6 0	30,497 19 4	1,013 8 9	700 0 0	11 4 6	307 6 10	800 0 0	33,329 1
Devonshire -	10,979 14 4	368 10 10	41,368 10 0	754 12 10	30 0 0	9 15 1	618 18 5	- - -	42,781 1
Dorsetshire -	4,320 7 5	238 18 4	14,912 5 1	486 19 2	- - -	4 8 6	115 19 2	- - -	15,519 1
Durham - -	3,882 3 0	40 11 6	19,460 2 3	148 3 0	8 0 0	3 14 0	327 13 10	- - -	19,947 1
Essex - -	5,363 9 9	11 3 1	16,867 9 6	- - -	- - -	- -	3,342 3 2	- - -	20,209 1
Gloucestershire -	12,463 0 11	227 6 1	46,240 0 5	1,178 10 7	- - -	14 3 4	513 9 10	- - -	47,946
Hampshire -	6,764 2 8	218 10 6	15,680 17 5	4,824 19 8	20 0 0	5 5 0	294 11 10	- - -	20,825 1
Herefordshire -	3,744 9 5	- - -	15,978 19 10	349 8 4	- - -	1 3 0	642 0 7	- - -	16,971 1
Hertfordshire -	5,020 16 8	- - -	9,303 13 4	41 19 11	- - -	- -	235 14 10	- - -	9,581
Huntingdonshire -	1,663 4 2	136 12 9	5,042 14 10	252 10 0	- - -	- -	76 11 0	- - -	5,371 1
Kent - -	12,749 8 3	14 5 0	26,003 9 5	1,197 13 4	- - -	7 3 6	885 15 11	- - -	28,094
Lancashire -	23,704 11 1	795 3 7	84,968 4 6	1,324 6 11	- - -	83 14 2	4,444 10 7	225 0 0	91,045 1
Leicestershire -	9,167 0 5	- - -	17,941 11 1	- - -	- - -	5 3 0	114 1 4	- - -	18,060 1
Lincolnshire -	4,424 18 6	- - -	15,878 9 4	1,730 7 8	520 0 0	9 9 9	156 17 8	- - -	18,295
Middlesex -	14,406 7 8	- - -	45,222 7 8	- - -	- - -	- -	4,130 5 5	- - -	49,352 1
Monmouthshire -	2,243 7 11	- - -	10,846 18 3	404 16 5	- - -	2 1 2	214 0 4	- - -	11,467 1
Norfolk - -	5,826 8 8	163 10 2	9,366 17 6	299 13 6	- - -	0 3 0	401 14 3	- - -	10,068
Northamptonshire	6,051 0 3	236 13 2	19,472 15 7	889 0 9	- - -	- -	272 14 6	- - -	20,634 1
Northumberland	1,463 7 1	478 6 5	14,093 17 2	896 3 2	- - -	3 1 6	386 11 10	- - -	15,379 1
Nottinghamshire -	7,062 18 2	1,964 11 3	12,962 9 8	478 17 5	151 13 6	2 6 9	248 15 0	- - -	13,844
Oxfordshire -	5,443 19 0	492 16 4	13,276 12 8	338 14 5	- - -	1 10 9	188 2 10	- - -	13,805
Rutlandshire -	274 13 6	- - -	1,907 18 8	- - -	- - -	0 4 0	349 18 0	- - -	2,258
Shropshire -	5,216 9 5	934 3 5	17,831 1 8	1,014 0 8	- - -	2 18 9	680 9 9	- - -	19,528 1
Somersetshire -	6,542 7 5	348 2 3	36,512 6 10	917 12 2	- - -	7 8 9	677 8 9	- - -	38,114 1
Staffordshire -	19,239 3 7	96 4 0	45,811 6 7	407 7 0	109 5 0	4 0 4	1,166 3 9	- - -	47,498
Suffolk - -	1,933 16 4	120 15 11	4,652 11 2	24 0 0	- - -	0 14 0	527 6 6	- - -	5,204 1
Surrey - -	6,130 10 10	31 0 8	10,720 16 5	196 7 4	- - -	- -	476 12 11	- - -	11,393 1
Sussex - -	10,058 18 1	223 0 8	24,680 15 2	384 19 11	49 0 0	2 0 0	3,303 8 7	- - -	28,420
Warwickshire -	5,390 12 6	127 3 2	20,145 3 0	146 16 6	- - -	11 15 4	265 8 5	- - -	20,569
Westmorland -	1,400 11 6	- - -	3,731 1 5	- - -	- - -	- -	44 14 11	- - -	3,775 1
Wiltshire -	5,434 6 11	182 9 3	20,950 16 5	463 18 9	- - -	4 0 1	398 14 5	- - -	21,817
Worcestershire -	8,103 17 5	75 9 7	32,753 6 11	277 16 3	- - -	0 17 6	1,158 19 11	- - -	34,191
Yorkshire -	42,353 3 10	3,912 17 6	110,211 6 2	3,549 16 0	281 10 8	19 0 9	6,184 10 1	1,200 0 0	121,446
Total -	299,495 12 1	12,336 9 4	909,617 18 4	26,024 15 6	2,061 9 2	236 19 2	35,872 15 2	2,225 0 0	976,038 17
WALES.									
Anglesey - -	2,546 8 6	- - -	4,271 3 2	- - -	- - -	- -	39 0 0	- - -	4,310 3
Carnarvonshire -	1,268 4 7	- - -	5,418 17 9	82 14 0	- - -	- -	125 12 0	- - -	5,627 3
Denbighshire -	1,584 14 0	- - -	4,674 16 1	172 6 2	- - -	- -	242 4 7	- - -	5,089 6
Flintshire - -	2,070 1 10	70 16 7	9,801 15 4	1,144 15 9	- - -	- -	441 14 4	- - -	11,388 5
Merionethshire -	657 19 4	- - -	3,392 11 9	782 5 1	- - -	0 9 6	12 9 10	- - -	4,187 16
Montgomeryshire	4,174 5 10	488 15 1	8,280 11 2	946 6 0	- - -	0 10 0	422 9 6	- - -	9,649 16
	12,301 14 1	559 11 8	35,839 15 3	3,128 7 0	- - -	0 19 6	1,283 10 3	- - -	40,252 12
South Wales, 6 Counties -	1,392 12 11	159 17 9	25,467 14 6	9,382 4 8	621 3 9	9 13 11	1,321 16 2	- - -	36,802 13
Total -	13,694 7 0	719 9 5	61,307 9 9	12,510 11 8	621 3 9	10 13 5	2,605 6 5	- - -	77,055 5
SUMMARY.									
England, 40 Counties -	299,495 12 1	12,336 9 4	909,617 18 4	26,024 15 6	2,061 9 2	236 19 2	35,872 15 2	2,225 0 0	976,038 17
Wales, 12 Counties -	13,694 7 0	719 9 5	61,307 9 9	12,510 11 8	621 3 9	10 13 5	2,605 6 5	- - -	77,055 5
Total -	313,189 19 1	13,055 18 9	970,925 8 1	38,535 7 2	2,682 12 11	247 12 7	38,478 1 7	2,225 0 0	1,053,094

Whitehall, 29th February 1868.

DITURE OF THE SEVERAL TURNPIKE TRUSTS IN ENGLAND AND WALES, FROM 1st JANUARY 1866 TO 31st DECEMBER 1866 INCLUSIVE, PURSUANT TO THE ACT 3 & 4 WILL. 4. Cap. 80.

EXPENDITURE.																DEBTS.						ARREARS OF INCOME.					
12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
em Labour d Carriage Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Salaries of Clerk.	Salaries of Surveyor.	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1866.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1866.	TOTAL ASSETS.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Average.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
605 7 0	1,058 10 0	- - -	95 17 0	311 10 7	42 10 0	214 12 0	353 0 0	57 17 0	315 2 1	60 0 0	1,351 5 10	78 2 5	- - -	5,860 7 7	11,822 6 0	2¾	537 17 0	675 15 3	- - -	13,035 18 3	56 5 0	- - -	- - -	- - -	2,712 16 9	2,769 1 9
,566 2 1	1,207 15 7	- - -	41 2 5	666 19 5	30 0 0	376 5 0	584 4 0	70 19 5	961 4 7	- - -	1,797 19 0	329 9 2	192 0 0	10,034 9 5	25,940 13 4	3¾	127 16 10	8,227 19 10	41 3 3	34,337 13 3	68 15 0	- - -	19 0 0	- - -	2,697 19 9	2,785 14 9
618 17 0	2,008 17 6	- - -	23 0 7	625 18 1	82 15 0	282 13 0	545 0 0	280 19 10	520 11 1	123 11 0	1,431 4 3	310 0 8	- - -	9,845 3 9	13,385 0 0	3½	227 0 0	88 16 2	- - -	13,700 16 2	- - -	- - -	9 0 0	119 14 7	3,057 4 1	3,185 18 8
777 19 11	2,488 13 3	- - -	7 18 6	390 11 2	82 5 0	129 10 6	663 0 0	112 1 11	550 3 5	100 0 0	1,318 6 11	186 10 8	- - -	8,781 0 9	18,110 2 0	3	61 18 11	451 12 6	80 2 2	18,703 15 7	- - -	- - -	68 16 8	- - -	2,738 16 11	2,807 13 7
,153 2 1	5,502 15 11	- - -	21 19 0	1,039 2 11	98 2 0	832 6 0	1,333 10 5	1,653 9 5	3,207 5 2	1,931 7 1	10,089 2 0	888 13 9	- - -	37,501 16 5	120,738 3 5	2¾	2,041 19 7	3,284 0 11	814 9 7	126,878 13 6	705 7 6	414 10 0	71 8 2	749 18 3	8,920 0 8	10,861 4 7
,717 6 3	2,070 3 3	342 7 7	98 17 7	653 7 9	113 16 6	307 0 0	816 5 0	1,466 17 10	3,388 6 2	371 19 8	2,471 10 0	468 12 7	- - -	19,384 7 5	88,458 4 9	3½	88 16 7	3,445 6 8	620 7 1	92,612 15 1	37 10 0	- - -	- - -	42 0 0	6,514 11 2	6,594 1 2
972 4 7	1,082 3 3	- - -	13 15 0	500 18 4	132 11 0	264 10 0	735 10 0	47 16 1	1,289 9 6	499 12 5	1,882 10 0	202 7 3	- - -	11,212 16 11	60,476 16 9	2	20 0 0	718 8 6	91 9 6	61,306 14 9	- - -	190 2 4	16 3 0	52 10 6	1,841 3 7	2,099 19 5
,772 9 11	2,847 13 8	105 0 0	39 3 1	760 0 4	49 16 3	643 8 0	1,119 6 9	890 14 2	4,343 2 1	1,471 1 6	6,007 1 9	1,216 15 4	700 0 0	32,951 10 5	147,933 18 0	3	722 5 3	2,023 0 1	301 2 5	150,980 5 9	2,368 17 3	222 2 9	62 12 3	- - -	10,286 0 2	12,939 12 5
767 7 11	1,916 1 8	- - -	71 13 7	1,249 12 3	87 5 0	793 5 0	1,497 16 8	2,734 0 7	12,475 14 4	481 2 6	8,208 19 1	942 18 8	30 0 0	42,617 16 8	361,381 6 11	3¾	1,319 19 11	58,811 3 8	2 7 4	421,514 17 10	554 3 4	- - -	1 10 0	9 0 0	10,777 10 6	11,342 3 10
,494 5 3	1,100 7 7	- - -	57 2 9	651 4 7	52 12 0	568 17 6	687 0 0	889 11 5	2,487 13 10	225 0 10	2,731 7 7	391 3 9	- - -	14,295 13 4	106,175 18 10	3½	722 9 5	28,066 7 4	116 2 9	135,080 18 4	16 7 11	173 7 11	- - -	132 14 11	5,421 10 5	5,744 1 2
,051 16 10	4,660 0 3	390 10 0	35 19 4	672 6 0	160 2 10	416 15 0	1,070 6 8	330 16 11	1,536 18 2	115 8 6	1,780 0 0	391 14 11	8 0 0	21,214 1 4	45,311 2 0	3½	365 0 0	12,106 3 8	331 9 7	58,113 15 3	368 13 0	- - -	130 0 0	252 14 1	2,906 12 10	3,717 19 11
,556 18 10	3,246 18 7	- - -	17 9 9	858 16 6	50 0 0	798 10 0	1,129 10 0	361 9 2	29 18 4	4,072 6 0	- - -	5,074 3 2	- - -	24,868 5 6	750 0 0	5	140 0 0	- - -	- - -	890 0 0	- - -	- - -	- - -	- - -	693 13 10	693 13 10
,566 18 4	9,234 2 9	50 0 0	377 14 4	1,394 2 7	25 10 0	1,134 19 0	2,562 8 8	592 3 10	3,665 9 11	1,115 0 10	6,736 14 8	1,046 14 8	- - -	48,028 3 8	166,050 2 6	2¼	1,589 5 10	5,333 9 6	352 12 3	173,325 10 1	516 3 10	70 15 0	0 13 0	177 7 10	12,506 7 7	13,271 7 3
,300 1 2	5,017 7 5	- - -	30 0 0	1,345 8 1	54 4 0	907 15 0	1,187 11 3	490 14 7	1,490 12 4	2,392 3 10	2,124 1 6	1,042 12 3	20 0 0	22,706 17 2	72,844 18 0	2¾	435 10 1	8,284 13 5	1,510 2 9	83,075 4 3	220 3 1	82 15 10	- - -	271 9 0	6,174 11 8	6,748 19 7
,072 2 1	1,906 3 5	- - -	73 12 3	497 15 11	5 0 0	262 9 9	954 19 6	42 4 6	1,129 16 5	16 11 5	5,089 5 2	246 16 3	- - -	18,259 18 9	24,982 13 8	3¾	402 18 5	146 2 11	21 1 9	25,552 16 9	346 5 4	- - -	51 6 3	- - -	2,477 4 2	2,874 15 9
,134 5 0	2,099 10 10	20 0 0	105 1 3	642 11 4	65 5 0	357 0 0	765 6 0	157 13 9	445 1 5	32 10 9	890 0 0	140 8 10	- - -	10,594 16 7	16,170 0 0	3¾	405 0 0	5,774 11 3	- - -	22,349 11 3	- - -	- - -	- - -	10 0 0	4,007 8 2	4,017 8 2
,771 7 1	971 9 3	13 14 8	50 12 7	189 14 4	57 11 0	177 10 0	399 18 0	57 8 11	450 17 5	205 19 10	1,047 5 0	193 13 5	- - -	6,064 10 11	11,364 19 5	3½	60 0 0	77 10 9	298 17 11	11,801 8 1	- - -	- - -	- - -	- - -	1,132 14 3	1,132 14 3
342 16 4	6,657 5 7	- - -	111 14 10	1,229 16 9	178 5 0	869 12 7	1,435 12 1	1,201 18 0	2,570 2 9	450 14 7	4,606 18 7	605 18 5	- - -	30,396 12 5	96,770 2 0	3¼	1,912 16 8	20,426 11 11	94 12 1	119,204 2 8	120 13 5	38 10 1	68 0 0	94 10 6	10,527 5 1	10,848 19 1
569 11 9	18,486 14 6	50 0 0	150 10 0	2,233 18 7	480 9 4	1,429 0 3	3,003 15 0	3,412 2 7	11,248 2 1	2,683 4 6	18,374 16 3	2,629 16 5	- - -	88,992 1 9	335,601 10 5	3	2,440 3 5	22,997 11 4	806 4 3	361,845 9 5	38 0 0	465 6 6	290 18 10	446 5 11	25,769 6 2	27,009 17 5
196 11 4	4,953 8 0	3 2 8	37 19 2	1,039 2 8	20 0 0	561 6 0	890 2 6	253 10 9	1,020 6 2	402 12 5	3,108 7 3	537 3 5	- - -	17,198 9 8	34,894 10 4	3	- - -	2,783 17 9	- - -	37,678 8 1	359 10 10	- - -	- - -	- - -	10,029 6 2	10,388 17 0
057 16 2	3,434 12 2	- - -	93 17 9	533 12 4	96 0 0	409 13 0	921 1 0	121 6 11	1,545 8 2	- - -	2,597 11 11	241 16 6	520 0 0	18,725 13 4	42,638 5 10	3½	23 11 6	1,120 10 4	38 9 0	43,820 16 8	- - -	46 2 0	- - -	- - -	4,032 18 7	4,079 0 7
783 7 2	14,544 6 9	- - -	- - -	2,907 10 3	- - -	841 13 4	1,358 6 8	427 10 9	2,674 2 6	- - -	11,049 3 11	1,530 4 0	- - -	47,702 14 1	52,752 7 5	4½	7,323 7 4	1,395 0 0	- - -	61,470 14 9	626 16 3	- - -	0 1 0	- - -	16,056 6 8	16,683 3 11
709 2 2	945 19 9	- - -	84 14 9	428 4 7	30 0 0	207 5 0	652 10 0	425 19 10	1,428 7 1	96 0 0	1,682 0 0	383 10 11	- - -	11,545 10 3	46,360 12 5	3½	10 0 0	2,794 0 6	- - -	49,164 12 11	249 8 4	- - -	- - -	- - -	2,165 13 10	2,415 2 2
435 1 1	2,270 5 3	- - -	73 12 0	409 2 4	19 19 0	320 13 10	663 0 0	77 4 8	567 3 8	105 0 0	1,076 4 11	223 15 10	- - -	9,943 14 11	17,337 13 1	3½	- - -	448 0 0	318 0 3	18,103 13 4	8 16 8	- - -	- - -	- - -	6,105 12 1	6,114 8 9
558 13 4	4,282 18 11	- - -	226 12 4	888 18 3	195 10 0	280 4 0	1,305 0 0	529 15 9	1,258 5 11	764 5 10	1,683 10 0	497 15 0	- - -	20,722 12 4	48,051 16 8	2½	156 18 9	16,775 8 0	197 3 0	65,181 6 5	77 0 0	- - -	28 0 0	- - -	5,923 8 7	6,028 8 7
635 6 4	1,598 10 6	- - -	89 3 1	393 12 9	181 10 0	290 0 0	625 10 0	83 16 5	1,658 14 10	22 11 11	2,836 0 1	175 0 10	- - -	14,616 14 9	73,379 18 4	2¼	1,575 12 2	1,117 8 9	389 18 11	76,462 18 2	- - -	237 3 2	- - -	362 3 5	2,137 18 6	2,737 5 1
440 16 9	771 11 7	- - -	1 10 0	400 5 10	5 6 5	421 9 6	545 1 0	166 5 11	1,765 9 6	851 19 9	2,897 1 9	444 16 3	151 13 6	13,516 2 5	55,437 10 7	3	229 12 7	727 5 7	1,843 14 11	58,238 3 8	93 15 0	- - -	154 11 3	184 17 2	7,270 1 9	7,703 5 2
578 6 4	2,582 2 1	- - -	134 2 7	504 1 5	120 10 0	430 14 0	693 4 0	108 0 2	3,068 5 4	73 0 5	730 1 2	235 10 3	- - -	14,428 18 5	63,984 3 10	3¾	275 7 10	3,179 9 0	474 19 9	67,914 0 5	123 11 8	- - -	12 5 0	4 0 6	4,802 4 8	4,942 1 10
216 11 5	570 16 5	- - -	1 0 0	68 12 11	- - -	60 0 0	167 0 0	5 8 6	466 17 8	- - -	74 14 0	122 10 7	- - -	2,388 17 0	2,869 13 7	4¼	- - -	371 15 8	- - -	3,241 9 3	- - -	- - -	- - -	- - -	143 17 2	143 17 2
610 9 9	1,209 14 0	- - -	86 10 1	683 14 5	77 7 0	458 3 8	1,144 11 2	914 9 7	1,722 7 9	37 18 4	2,700 16 0	518 3 10	- - -	19,817 15 1	75,495 1 5	3	- - -	6,265 12 0	722 19 1	82,483 12 6	271 5 5	25 0 0	114 5 0	29 0 0	4,716 0 10	5,155 11 3
318 7 7	6,142 18 7	63 0 0	232 13 5	1,235 1 5	296 15 0	797 10 0	2,066 16 0	326 2 10	5,112 6 9	749 8 8	8,320 10 10	986 15 2	- - -	39,650 17 2	148,238 19 1	3½	382 10 1	2,903 0 8	275 11 2	151,800 1 0	219 17 9	- - -	106 10 0	515 4 8	4,933 15 8	5,775 8 1
150 0 4	7,368 4 3	330 3 8	52 19 0	3,083 1 8	112 17 0	1,068 9 0	2,122 5 4	2,342 15 11	3,549 7 2	4,472 13 2	5,147 5 4	2,607 9 2	109 5 0	51,759 1 1	111,442 6 0	3½	2,412 18 10	22,092 16 2	1,089 5 7	137,037 6 7	525 10 8	0 13 0	94 5 6	17 0 0	15,971 6 9	16,608 15 11
304 6 3	575 16 11	- - -	12 15 2	371 15 6	30 0 0	274 0 0	351 10 0	148 2 0	407 17 11	- - -	250 0 0	302 18 1	- - -	4,985 19 2	15,180 0 0	2½	132 10 0	254 10 0	- - -	15,567 0 0	25 14 1	- - -	- - -	- - -	2,031 12 11	2,057 7 0
600 9 0	2,061 2 2	- - -	- - -	468 16 11	32 2 0	365 15 0	633 12 0	91 5 6	1,081 8 8	189 8 6	2,893 9 2	374 2 9	- - -	11,924 13 1	42,492 16 7	2½	645 18 11	1,115 1 6	- - -	44,253 17 0	15 0 0	- - -	97 10 0	30 0 0	5,568 13 9	5,711 3 9
511 10 4	3,862 2 0	- - -	102 17 7	1,421 2 1	27 10 0	948 12 11	1,150 7 11	974 7 4	4,098 7 11	258 19 1	7,245 13 7	547 18 1	49 0 0	30,438 0 4	167,646 0 11	2¾	1,721 1 6	45,082 3 0	370 7 8	214,819 13 1	- - -	- - -	- - -	67 10 0	8,188 8 5	8,255 18 5
045 3 9	3,880 2 3	- - -	118 10 2	1,501 18 0	101 2 0	497 7 0	1,452 0 0	323 19 1	1,389 16 0	220 2 1	1,890 0 0	1,002 8 10	- - -	21,142 19 7	39,980 18 9	3¾	39 15 11	3,217 16 8	128 10 5	43,367 1 9	283 10 10	50 0 0	- - -	176 19 2	4,818 3 5	5,328 13 5
107 13 6	156 4 6	- - -	2 15 0	99 4 4	30 0 0	93 0 0	185 15 0	22 5 1	756 16 8	- - -	1,321 0 11	76 17 10	- - -	3,800 7 8	29,011 14 0	2¾	- - -	100 13 3	- - -	29,112 7 3	- - -	- - -	- - -	520 16 1	1,376 0 2	1,896 16 3
526 18 2	2,939 17 7	- - -	225 15 11	1,316 13 4	201 14 0	766 9 0	1,553 10 0	814 3 7	1,885 5 2	139 0 1	1,205 0 0	832 3 2	- - -	22,480 10 2	61,272 16 4	2¾	732 8 6	587 14 0	289 3 1	62,882 1 11	332 5 1	- - -	- - -	116 3 4	4,878 0 3	5,326 8 8
834 12 5	5,846 9 11	394 14 2	155 12 6	2,238 17 0	78 15 0	707 12 0	1,777 12 6	323 12 6	1,194 8 4	3,165 11 5	2,484 19 1	2,853 15 2	- - -	35,259 1 2	28,823 3 1	3½	1,468 2 2	2,687 8 3	260 3 8	33,238 17 2	373 17 3	- - -	85 5 6	25 10 0	7,220 10 11	7,705 3 8
018 6 11	13,288 2 4	90 14 0	159 6 7	3,797 5 3	250 8 1	2,544 6 6	4,040 16 5	1,590 1 11	15,141 14 10	2,606 0 5	34,075 11 5	2,730 2 11	281 10 8	120,936 5 1	480,287 2 11	3	9,529 5 4	69,774 15 1	4,778 15 9	564,369 19 1	1,266 10 9	620 2 10	460 15 1	6,727 6 4	43,729 0 8	52,803 15 8
450 9 6	156,848 0 2	1,862 6 9	3,315 10 11	39,704 8 9	3,755 5 5	23,110 2 4	45,143 11 6	24,921 4 11	103,898 9 1	30,502 7 4	173,207 8 11	33,611 11 2	2,061 9 2	996,595 7 6	3,361,845 9 2	- -	40,279 19 4	365,733 11 10	16,659 6 11	3,784,518 7 3	10,269 15 3	2,636 11 5	2,002 16 6	11,134 16 3	289,291 19 6	309,305 18 11
17 14 0	35 10 6	- - -	54 18 6	68 16 0	5 0 0	195 0 0	257 11 6	16 17 0	37 0 0	2 17 9	- - -	139 18 4	- - -	3,349 2 9	1,248 15 0	5	220 0 0	1,408 8 6	- - -	2,877 3 6	- - -	- - -	- - -	- - -	3,507 8 11	3,507 8 11
367 12 9	693 17 9	- - -	- - -	- - -	21 0 0	123 8 0	198 5 0	- - -	366 16 11	61 10 6	2,201 0 0	365 11 8	- - -	5,584 18 6	10,530 9 3	3¼	- - -	167 14 9	- - -	10,698 4 0	- - -	- - -	- - -	- - -	1,310 9 10	1,310 9 10
777 4 11	203 12 0	- - -	9 15 10	109 0 1	15 0 0	135 0 0	278 2 6	57 15 6	770 10 11	58 0 0	- - -	108 16 10	- - -	4,855 7 0	24,948 3 9	3¾	949 5 9	647 10 7	- - -	26,545 0 1	64 8 0	- - -	- - -	- - -	1,818 13 10	1,883 1 10
777 10 5	1,601 10 9	- - -	29 13 1	272 7 8	35 14 9	269 17 11	418 13 4	131 15 3	917 16 1	65 4 9	2,750 0 0	285 16 10	- - -	11,472 1 2	52,203 4 8	1½	100 0 0	164 13 3	93 18 10	52,561 16 9	- - -	- - -	- - -	- - -	2,069 8 4	2,069 8 4
338 2 0	72 15 3	- - -	1 13 0	170 11 1	33 0 0	81 8 0	174 6 1	- - -	417 7 7	10 0 0	297 0 0	135 19 10	- - -	3,598 7 7	13,549 4 0	3½	92 9 6	629 3 6	- - -	14,270 17 0	- - -	111 19 10	- - -	- - -	1,247 7 11	1,359 7 9
822 11 10	1,300 12 11	- - -	30 3 0	183 14 10	40 0 0	167 12 0	403 18 6	10 10 0	2,562 11 6	511 14 6	739 0 0	226 9 9	- - -	9,662 2 5	72,249 5 2	4¼	- - -	14,652 10 10	488 7 1	87,390 3 1	179 2 10	- - -	41 15 0	22 11 8	4,161 12 4	4,4[illegible]
100 15 11	3,907 19 2	- - -	126 3 5	804 9 8	149 14 9	972 5 11	1,730 16 11	216 17 9	5,072 3 0	709 7 6	5,987 0 0	1,262 13 3	- - -	38,521 19 5	174,729 1 10	- -	1,361 15 3	17,670 1 5	582 5 11	194,343 4 5	243 10 10	111 19 10	41 15 0	22 11 8	14,655 9 11	14,[illegible]
- -	12,758 1 4	3 16 6	29 16 7	297 12 1	56 17 4	716 10 0	1,614 12 6	50 0 0	3,107 9 4	168 14 0	8,377 7 6	1,196 19 2	621 3 9	36,656 5 8	87,707 2 8	3¼	- - -	- - -	316 19 11	88,024 2 7	1,655 0 0	- - -	- - -	0 0 6	1,656 2 3	1,[illegible]
100 15 11	16,666 0 6	3 16 6	156 0 0	1,102 1 9	206 12 1	1,688 15 11	3,345 9 5	266 17 9	8,179 12 4	878 1 6	14,364 7 6	2,459 12 5	621 3 9	75,178 5 1	262,436 4 6	- -	1,361 15 3	17,670 1 5	899 5 10	282,367 7 0	1,898 10 10	111 19 10	41 15 0	22 12 2	15,751 3 4	17,[illegible]
50 9 6	156,848 0 2	1,862 6 9	3,315 10 11	39,704 8 9	3,755 5 5	23,110 2 4	45,143 11 6	24,921 4 11	103,898 9 1	30,502 7 4	173,207 8 11	33,611 11 2	2,061 9 2	996,595 7 6	3,361,845 9 2	- -	40,279 19 4	365,733 11 10	16,659 6 11	3,784,518 7 3	10,269 15 3	2,636 11 5	2,002 16 6	11,134 16 3	289,291 19 6	309,305 18 11
00 15 11	16,666 0 6	3 16 6	156 0 0	1,102 1 9	206 12 1	1,688 15 11	3,345 9 5	266 17 9	8,179 12 4	878 1 6	14,364 7 6	2,459 12 5	621 3 9	75,178 5 1	262,436 4 6	- -	1,361 15 3	17,670 1 5	899 5 10	282,367 7 0	1,898 10 10	111 19 10	41 15 0	22 12 2	15,751 3 4	17,826 1 2
51 5 5	173,514 0 8	1,866 3 3	3,471 10 11	40,806 10 6	3,961 17 6	24,798 18 3	48,489 0 11	25,188 2 8	112,078 1 5	31,380 8 10	187,571 16 5	36,071 3 7	2,682 12 11	1,071,773 12 7	3,624,281 13 8	- -	41,641 14 7	383,403 13 3	17,558 12 9	4,066,885 14 3	12,168 6 1	2,748 11 3	2,044 11 6	11,157 8 5	299,013 2 10	327,132 0 1

JAMES FIDDIAN

THE GENERAL STATEMENTS OF THE INCOME AND EXPENDITURE OF THE SEVERAL TRUSTS

ARE ARRANGED IN THIRTY-EIGHT COLUMNS

UNDER THE FOLLOWING HEADS:

Col. 1.—NAMES OF TRUSTS: alphabetically arranged, in their respective Counties.

BALANCES:

2.—Balance in Treasurers' Hands, 1st January 1866.
3.—Balance due to the Treasurers, 1st January 1866.

INCOME:

4.—Revenue received from Tolls.
5.—Parish Composition in lieu of Statute Duty.
6.—Estimated Value of Statute Duty performed.
7.—Revenue from Fines.
8.—Revenue from Incidental Receipts.
9.—Amount of Money borrowed on the Security of the Toll.
10.—TOTAL INCOME.

EXPENDITURE:

11.—Manual Labour.
12.—Team Labour and Carriage of Materials.
13.—Materials for Surface Repairs.
14.—Land purchased.
15.—Damage done in obtaining Materials.
16.—Tradesmen's Bills.
17.—Salaries of Treasurer.
18.—Salaries of Clerk.
19.—Salaries of Surveyor.
20.—Law Charges.
21.—Interest of Debt.
22.—Improvements.
23.—Debts paid off.
24.—Incidental Expenses.
25.—Estimated Value of Statute Duty performed.
26.—TOTAL EXPENDITURE.

DEBTS:

27.—Bonded or Mortgage Debts.
28.—Rate of Interest per Cent.
29.—Floating Debts.
30.—Unpaid Interest.
31.—Balance due to Treasurers, 31st December 1866.
32.—TOTAL DEBTS.

ARREARS OF INCOME:

33.—Arrears of Tolls for current Year.
34.—Arrears of Parish Composition for current Year.
35.—Arrears of other Receipts for current Year.
36.—Arrears of former Years.
37.—Balance in Treasurers' Hands, 31st December 1866.
38.—TOTAL ASSETS.

AN ABSTRACT of the General Statements of INCOME and EXPENDITURE of the several TURNPIKE TRUSTS in the different Counties in *England* and *Wales:* viz.—

ENGLAND:

WALES:

ENGLAND.

1. Names of Counties and Trusts.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou of Mon borrowe the Secu of the T
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Barford	684 6 11	- - -	430 6 8	- - -	- - -	0 2 0	- - -	- -
2. Bedford and Kimbolton	290 12 6	- - -	315 0 0	- - -	- - -	- -	- - -	- -
3. Bedford and Luton	161 0 10	- - -	536 0 0	- - -	- - -	0 1 0	0 2 7	- -
4. Bedford and Newport Pagnell	148 16 11	- - -	356 0 0	- - -	- - -	- -	- - -	- -
5. Bedford and Woburn	380 0 10	- - -	390 9 9	- - -	- - -	- -	0 4 0	- -
6. Biggleswade to Alconbury Hill	349 16 7	- - -	690 0 0	- - -	- - -	1 0 0	16 19 10	- -
7. Great Staughton to Lavendon	326 2 1	- - -	607 5 0	- - -	- - -	- -	- - -	- -
8. Hitchin and Bedford	330 1 8	- - -	554 2 8	- - -	- - -	- -	- - -	- -
9. Hockliffe and Woburn	181 8 5	- - -	504 0 0	- - -	- - -	0 1 0	2 9 0	- -
10. Luton District	341 5 7	- - -	604 19 0	- - -	- - -	- -	- - -	- -
11. Puddlehill	146 19 6	- - -	217 15 0	- - -	- - -	- -	5 15 0	- -
£	3,340 11 10	- - -	5,205 18 1	- - -	- - -	1 4 0	25 10 5	- -
COUNTY OF BERKS.								
1. Besselsleigh to Hungerford	446 17 7	- - -	925 0 0	147 12 6	20 15 0	- -	- - -	- -
2. Chilton	258 11 4	- - -	429 2 10	- - -	- - -	- -	7 18 6	- -
3. Fyfield	- - -	4 18 9	137 19 2	- - -	- - -	- -	6 11 6	- -
4. Fyfield, St. John's Bridge, and Newbridge	48 3 7	- - -	646 0 0	290 0 0	47 5 0	- -	14 8 6	- -
5. Harwell and Streatley	121 9 0	- - -	123 0 0	- - -	100 0 0	- -	- - -	- -
6. Hincksey Road	309 7 4	- - -	319 8 8	- - -	- - -	- -	3 11 5	- -
7. Hurley	90 12 2	- - -	96 5 9	- - -	- - -	- -	- - -	- -
8. Leckford or Sousley Water *a*	76 6 1	- - -	*b* - -	- - -	- - -	- -	- - -	- -
9. Maidenhead	202 16 4	- - -	673 0 9	- - -	- - -	- -	0 12 0	- -
10. Reading and Basingstoke	- - -	31 18 8	860 0 0	- - -	- - -	- -	- - -	- -
11. Shillingford, Wallingford, and Reading	449 3 11	- - -	932 6 8	- - -	- - -	- -	- - -	- -
12. Speenhamland, Districts of Reading and Marlborough	234 19 2	- - -	482 3 4	- - -	- - -	- -	9 4 0	- -
13. Twyford and Theale	420 1 6	- - -	1,051 5 0	- - -	- - -	- -	18 4 8	- -
14. Wallingford, Wantage, and Faringdon	405 6 4	- - -	1,388 15 0	- - -	- - -	0 3 3	- - -	- -
15. Windsor Forest	403 8 10	- - -	506 6 8	- - -	24 0 0	- -	- - -	- -
£	3,467 3 2	36 17 5	8,570 13 10	437 12 6	192 0 0	0 3 3	60 10 7	- -
COUNTY OF BUCKS.								
1. Aylesbury and Hockliffe	205 9 1	- - -	614 0 0	- - -	- - -	0 0 6	15 0 0	- -
2. Beaconsfield and Red Hill	863 10 7	- - -	503 0 0	- - -	- - -	- -	59 12 8	- -
3. Beaconsfield and Stokenchurch	513 11 0	- - -	805 8 4	- - -	- - -	- -	112 4 6	- -
4. Bicester and Aylesbury	301 16 6	- - -	828 0 0	113 0 0	- - -	0 10 3	9 0 0	- -
5. Bromham and Olney	141 14 10	- - -	455 5 4	- - -	- - -	- -	- - -	- -
6. Buckingham to Hanwell, Upper Division	131 18 5	- - -	401 18 0	- - -	- - -	- -	18 5 0	- -
7. Buckingham and Newport Pagnell	439 1 9	- - -	1,006 18 10	- - -	- - -	- -	- - -	- -
8. Buckingham and Towcester	85 13 5	- - -	387 19 8	- - -	- - -	- -	- - -	- -
9. Colnbrook, Datchet, and Slough	216 16 0	- - -	1,085 0 0	- - -	- - -	- -	105 19 9	- -
10. Holyhead Road, Hockliffe District	- - -	20 17 6	236 1 0	148 18 8	- - -	- -	8 2 0	- -
11. Princes Risborough and Thame	188 7 0	- - -	542 0 0	- - -	- - -	0 1 3	- - -	- -
12. Wendover and Buckingham	533 4 0	- - -	1,180 0 0	- - -	- - -	0 15 3	32 15 0	- -
13. Wendover and Oak Lane *a*	8 7 7	- - -	371 16 8	- - -	- - -	- -	*f* 252 2 6	- -
£	3,629 10 2	20 17 6	8,417 7 10	261 18 8	- - -	1 7 3	613 1 5	- -

a Local Act expired 1st November 1866. *b* The tolls were abolished on the 1st of May 1865. *c* Allowance to parishes.
g Including 52*l.* balance paid to parishes on the Trust ceasing.

ENGLAND.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
430 8 8	153 12 0	38 7 8	71 11 7	- - -	4 4 0	32 17 11	- - -	20 0 0	42 0 0
315 0 0	91 19 8	33 7 1	35 15 6	- - -	- - -	16 12 8	5 0 0	12 12 0	25 0 0
536 3 7	143 10 6	114 14 0	158 6 5	- - -	- - -	10 18 0	- - -	20 0 0	50 0 0
356 0 0	60 7 0	49 13 9	114 11 0	- - -	- - -	7 7 2	5 5 0	20 0 0	30 0 0
390 13 9	64 1 10	76 6 8	95 13 4	- - -	- - -	5 5 4	- - -	20 0 0	40 0 0
707 19 10	215 14 8	113 6 10	186 4 6	- - -	54 2 3	65 5 10	20 0 0	25 0 0	- - -
607 5 0	233 6 0	32 9 7	114 16 4	- - -	21 17 0	37 19 4	7 0 0	15 0 0	26 0 0
554 2 8	153 13 9	103 3 1	87 16 4	- - -	15 13 9	22 12 0	5 5 0	32 0 0	80 0 0
506 10 0	172 1 7	30 14 0	140 2 6	- - -	- - -	8 15 8	- - -	20 0 0	40 0 0
604 19 0	- - -	- - -	- - -	- - -	- - -	19 2 6	- - -	10 0 0	- - -
223 10 0	28 6 8	13 4 4	53 12 6	- - -	- - -	84 14 2	- - -	20 0 0	20 0 0
5,232 12 6	1,316 13 8	605 7 0	1,058 10 0	- - -	95 17 0	311 10 7	42 10 0	214 12 0	353 0 0
1,093 7 6	151 19 8	150 15 3	144 0 4	- - -	- - -	13 10 6	- - -	21 0 0	50 0 0
437 1 4	87 12 1	220 1 6	101 19 11	- - -	- - -	22 9 8	- - -	15 15 0	40 0 0
144 10 8	61 9 2	27 8 4	36 6 0	- - -	- - -	4 5 10	- - -	10 10 0	12 0 0
997 13 6	311 5 5	131 17 0	207 12 1	- - -	8 0 0	43 4 6	10 0 0	20 0 0	40 0 0
223 0 0	- - -	- - -	- - -	- - -	- - -	5 2 6	- - -	10 0 0	10 0 0
323 0 1	120 3 5	109 7 5	125 3 10	- - -	6 10 9	15 7 5	- - -	12 12 0	- - -
96 5 9	- - -	- - -	- - -	- - -	- - -	2 17 8	- - -	5 0 0	- - -
- - -	*c* 54 12 0	- - -	- - -	- - -	- - -	- - -	- - -	2 10 0	- - -
673 12 9	105 18 6	67 18 10	142 15 3	- - -	- - -	21 10 11	10 0 0	40 0 0	50 0 0
860 0 0	241 11 3	166 1 0	156 3 2	- - -	- - -	105 7 7	- - -	50 0 0	50 0 0
932 6 8	124 10 0	50 12 0	63 9 4	- - -	- - -	25 3 11	- - -	30 0 0	40 0 0
491 7 4	105 12 0	51 9 6	57 14 3	- - -	- - -	4 11 5	- - -	40 0 0	83 4 0
1,069 9 8	391 15 3	68 10 0	- - -	- - -	15 0 0	332 13 9	- - -	38 18 0	84 0 0
1,388 18 3	281 13 2	452 6 11	136 19 2	- - -	10 16 8	46 2 4	10 0 0	55 0 0	80 0 0
530 6 8	172 6 10	69 14 4	35 12 3	- - -	0 15 0	24 11 5	- - -	25 0 0	45 0 0
9,261 0 2	2,210 8 9	1,566 2 1	1,207 15 7	- - -	41 2 5	666 19 5	30 0 0	376 5 0	584 4 0
629 0 6	188 0 10	22 7 11	308 16 8	- - -	- - -	12 1 8	15 15 0	25 0 0	40 0 0
562 12 8	247 13 6	22 5 7	148 7 3	- - -	- - -	23 2 7	- - -	31 10 0	30 0 0
917 12 10	325 3 4	21 10 6	118 18 11	- - -	- - -	164 17 11	- - -	34 10 0	85 0 0
950 10 3	*d* 210 13 2	- - -	282 15 3	- - -	- - -	32 17 11	15 0 0	19 0 0	31 0 0
455 5 4	170 2 7	61 19 9	47 1 6	- - -	0 15 0	10 18 2	5 0 0	10 0 0	35 0 0
420 3 0	159 10 1	44 11 2	26 4 6	- - -	13 16 10	8 8 6	10 0 0	10 10 0	30 0 0
1,006 18 10	222 9 10	50 13 0	265 3 8	- - -	8 8 9	14 13 9	5 0 0	25 0 0	45 0 0
387 19 8	174 2 0	44 7 8	21 8 6	- - -	- - -	26 3 7	- - -	15 0 0	- - -
1,190 19 9	360 4 8	211 6 7	373 13 0	- - -	- - -	220 6 2	- - -	40 0 0	60 0 0
393 1 8	124 15 6	17 8 0	95 3 9	- - -	- - -	4 1 1	5 0 0	20 0 0	30 0 0
542 1 3	*e* 358 0 0	- - -	- - -	- - -	- - -	18 5 5	10 0 0	10 0 0	15 0 0
1,213 10 3	178 18 10	65 3 6	265 9 2	- - -	- - -	57 1 0	17 0 0	17 0 0	60 0 0
623 19 2	*g* 272 1 5	57 3 4	55 15 4	- - -	- - -	33 0 4	- - -	25 0 0	84 0 0
9,293 15 2	2,991 15 9	618 17 0	2,008 17 6	- - -	23 0 7	625 18 1	82 15 0	282 13 0	545 0 0

(Continued on page 8.)

d Including allowance to parishes. *e* Paid to parishes. *f* Including proceeds of sale of Trust property.

ENGLAND.

(Continued from page 7.)

EXPENDITURE—*continued.*

NAMES OF COUNTIES AND TRUSTS.	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Barford	7 6 8	22 15 11	- - -	244 15 10	5 5 7	- - -	642 17
2. Bedford and Kimbolton	7 4 2	- - -	60 0 0	- - -	2 12 3	- - -	290 3
3. Bedford and Luton	9 5 4	- - -	- - -	- - -	4 1 5	- - -	510 15
4. Bedford and Newport Pagnell	7 5 4	- - -	- - -	- - -	3 0 0	- - -	297 9
5. Bedford and Woburn	6 8 8	41 10 0	- - -	207 10 0	3 16 2	- - -	560 12
6. Biggleswade to Alconbury Hill	9 9 2	- - -	- - -	- - -	25 11 6	- - -	714 14
7. Great Staughton to Lavendon	10 17 8	50 14 0	- - -	*a* 250 0 0	5 3 0	- - -	805 2
8. Hitchin and Bedford	- - -	8 15 3	- - -	263 5 0	5 3 6	- - -	777 7
9. Hockliffe and Woburn	- - -	- - -	- - -	- - -	4 0 0	- - -	415 13
10. Luton District	- - -	191 6 11	- - -	*b* 385 15 0	3 6 6	- - -	609 10
11. Puddlehill	- - -	- - -	- - -	- - -	16 2 6	- - -	236 0
£	57 17 0	315 2 1	60 0 0	1,351 5 10	78 2 5	- - -	5,860 7
COUNTY OF BERKS.							
1. Besselsleigh to Hungerford	- - -	74 18 3	- - -	399 19 8	6 16 8	20 15 0	1,033 15
2. Chilton	14 17 0	3 18 0	- - -	- - -	1 2 1	- - -	507 15
3. Fyfield	- - -	23 8 0	- - -	- - -	0 18 7	- - -	176 5
4. Fyfield, St. John's Bridge, and Newbridge	6 18 0	204 0 0	- - -	- - -	20 4 4	47 5 0	1,050 6
5. Harwell and Streatley	3 10 0	110 0 0	- - -	- - -	- - -	100 0 0	238 12
6. Hinckley Road	- - -	- - -	- - -	- - -	32 1 4	- - -	421 6
7. Hurley	- - -	51 6 4	- - -	*d* 120 14 4	3 8 0	- - -	183 6
8. Leckford or Sousley Water	- - -	- - -	- - -	- - -	*e* 19 4 1	- - -	76 6
9. Maidenhead	2 12 0	83 13 0	- - -	200 0 0	59 9 0	- - -	783 17
10. Reading and Basingstoke	- - -	9 16 8	- - -	- - -	23 12 2	- - -	802 11
11. Shillingford, Wallingford, and Reading	- - -	99 16 0	- - -	*g* 697 10 0	46 15 2	- - -	1,177 16
12. Speenhamland, Districts of Reading and Marlborough	24 6 6	60 13 10	- - -	- - -	17 0 1	- - -	444 11
13. Twyford and Theale	12 9 11	31 9 4	- - -	100 0 0	46 15 10	- - -	1,121 12
14. Wallingford, Wantage, and Faringdon	- - -	177 18 11	- - -	*h* 179 15 0	30 14 0	- - -	1,461 6
15. Windsor Forest	6 6 0	30 6 3	- - -	100 0 0	21 7 10	24 0 0	554 19
£	70 19 5	961 4 7	- - -	1,797 19 0	329 9 2	192 0 0	10,034 9
COUNTY OF BUCKS.							
1. Aylesbury and Hockliffe	4 19 6	7 11 6	66 11 0	100 0 0	27 11 3	- - -	818 15
2. Beaconsfield and Red Hill	113 13 7	- - -	- - -	- - -	59 16 2	- - -	676 8
3. Beaconsfield and Stokenchurch	11 6 10	19 11 8	- - -	300 0 0	6 3 9	- - -	1,087 5
4. Bicester and Aylesbury	- - -	106 15 0	- - -	*i* 182 10 0	19 12 0	- - -	900 3
5. Bromham and Olney	9 3 6	66 18 0	- - -	- - -	19 7 10	- - -	436 6
6. Buckingham to Hanwell, Upper Division	18 8 8	11 16 0	- - -	- - -	16 11 6	- - -	349 17
7. Buckingham and Newport Pagnell	9 19 0	171 16 8	- - -	*j* 300 0 0	3 0 0	- - -	1,121 4
8. Buckingham and Towcester	- - -	- - -	- - -	- - -	11 19 2	- - -	293 0
9. Colnbrook, Datchet, and Slough	- - -	- - -	- - -	- - -	85 13 2	- - -	1,351 3
10. Holyhead Road, Hockliffe District	10 8 2	2 19 0	- - -	50 0 0	3 10 3	- - -	363 5
11. Princes Risborough and Thame	11 14 0	16 3 9	57 0 0	50 0 0	14 18 8	- - -	561 1
12. Wendover and Buckingham	13 7 8	116 19 6	- - -	*l* 448 14 3	14 9 6	- - -	1,254 3
13. Wendover and Oak Lane	77 18 11	- - -	- - -	- - -	27 7 5	- - -	632 6
£	280 19 10	520 11 1	123 11 0	1,431 4 3	310 0 8	- - -	9,845 3

a For debts of 438*l.* *b* For debts of 425*l.* *c* Mis-stated in last Return. *d* For debts of 503*l.*
g For debts of 704*l.* *h* For debts of 200*l.* *i* For debts of 300*l.* *j* For debts of 400*l.*

ENGLAND.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
183 7 8	5	59 16 2	205 16 0	- -	448 19 10	- -	- -	- -	- -	471 18 5	471 18 5
2,456 13 4	½	- -	90 15 3	- -	2,547 8 7	- -	- -	- -	- -	315 9 2	315 9 2
- - -	- -	143 12 3	- - -	- -	143 12 3	- -	- -	- -	- -	186 8 9	186 8 9
- - -	- -	68 13 9	- - -	- -	68 13 9	- -	- -	- -	- -	207 7 8	207 7 8
830 0 0	4	115 14 10	- - -	- -	945 14 10	- -	- -	- -	- -	210 2 7	210 2 7
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	343 1 8	343 1 8
1,888 0 0	3	- -	- - -	- -	1,888 0 0	56 5 0	- -	- -	- -	128 4 2	184 9 2
33 15 0	4	150 0 0	- - -	- -	183 15 0	- -	- -	- -	- -	106 16 8	106 16 8
800 0 0	4	- -	48 0 0	- -	848 0 0	- -	- -	- -	- -	272 4 8	272 4 8
5,630 10 0	3	- -	c 331 4 0	- -	5,961 14 0	- -	- -	- -	- -	336 13 8	336 13 8
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	134 9 4	134 9 4
11,822 6 0	- -	537 17 0	675 15 3	- -	13,035 18 3	56 5 0	- -	- -	- -	2,712 16 9	2,769 1 9
2,250 0 0	3¼	- -	- - -	- -	2,250 0 0	- -	- -	- -	- -	506 9 9	506 9 9
100 0 0	4	- -	- - -	- -	100 0 0	- -	- -	- -	- -	187 17 5	187 17 5
800 0 0	3	- -	- - -	36 14 0	836 14 0	—	—	—	—	—	—
4,080 0 0	5	20 2 4	1,867 9 0	4 9 3	5,972 0 7	—	—	—	—	—	—
2,900 0 0	5	- -	6,265 0 0	- -	9,165 0 0	- -	- -	- -	- -	105 16 6	105 16 6
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	211 1 3	211 1 3
5,034 0 0	1	- -	- - -	- -	5,034 0 0	- -	- -	- -	- -	3 11 7	3 11 7
—	—	—	—	—	—	—	—	—	—	—	—
f 1,700 0 0	5	- -	- - -	- -	1,700 0 0	- -	- -	- -	- -	92 11 7	92 11 7
200 0 0	5	- -	- - -	- -	200 0 0	- -	- -	- -	- -	25 9 6	25 9 6
2,166 13 4	4	107 14 6	91 14 2	- -	2,366 2 0	- -	- -	15 0 0	- -	203 14 2	218 14 2
1,900 0 0	3¼	- -	- - -	- -	1,900 0 0	68 15 0	- -	4 0 0	- -	281 14 11	354 9 11
700 0 0	4	- -	3 16 8	- -	703 16 8	- -	- -	- -	- -	367 19 1	367 19 1
3,460 0 0	5	- -	- - -	- -	3,460 0 0	- -	- -	- -	- -	332 18 5	332 18 5
650 0 0	4	- -	- - -	- -	650 0 0	- -	- -	- -	- -	378 15 7	378 15 7
25,940 13 4	- -	127 16 10	8,227 19 10	41 3 3	34,337 13 3	68 15 0	- -	19 0 0	- -	2,697 19 9	2,785 14 9
100 0 0	5	- -	- - -	- -	100 0 0	- -	- -	- -	- -	15 14 3	15 14 3
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	749 14 7	749 14 7
200 0 0	4	227 0 0	21 18 2	- -	448 18 2	- -	- -	9 0 0	- -	343 17 11	352 17 11
2,750 0 0	3½	- -	- - -	- -	2,750 0 0	- -	- -	- -	65 3 3	352 3 5	417 6 8
2,230 0 0	3	- -	66 18 0	- -	2,296 18 0	- -	- -	- -	- -	160 13 10	160 13 10
300 0 0	4	- -	- - -	- -	300 0 0	- -	- -	- -	7 18 0	202 4 2	210 2 2
k 3,300 0 0	5	- -	- - -	- -	3,300 0 0	- -	- -	- -	- -	324 15 11	324 15 11
1,440 0 0	None	- -	- - -	- -	1,440 0 0	- -	- -	- -	- -	180 12 2	180 12 2
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	56 12 2	56 12 2
50 0 0	5	- -	- - -	- -	50 0 0	- -	- -	- -	- -	8 18 5	8 18 5
365 0 0	4	- -	- - -	- -	365 0 0	- -	- -	- -	- -	169 6 5	169 6 5
2,650 0 0	4	- -	- - -	- -	2,650 0 0	- -	- -	- -	46 13 4	492 10 10	539 4 2
—	—	—	—	—	—	—	—	—	—	—	—
13,385 0 0	- -	227 0 0	88 16 2	- -	13,700 16 2	- -	- -	9 0 0	119 14 7	3,057 4 1	3,185 18 8

e Including 17*l.* 11*s.* 6*d.* cost of testimonial to the Treasurer for gratuitous services for 40 years.
f Including 600*l.* at 4 per cent.
k Including 450*l.* at 4 per cent.
l For debts of 450*l.*

1.	2.	3.	INCOME.					
NAMES OF COUNTIES AND TRUSTS.	Balance in Treasurers' Hands on 1st Jan. 1866.	Balance due to the Treasurers on 1st Jan. 1866.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou of Mon borrowe the Secu of the T
COUNTY OF CAMBRIDGE.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Arrington	333 13 10	- - -	565 16 8	- - -	- - -	- -	- - -	- -
2. Cambridge and Ely ("The South District")	136 5 6	- - -	1,549 8 0	- - -	- - -	- -	22 17 0	- -
3. Chatteris, Wisbech, Tyd Gote, and Downham	670 17 0	- - -	2,210 18 4	- - -	- - -	- -	0 15 0	- -
4. Hauxton and Dunsbridge	178 11 1	- - -	610 0 0	- - -	- - -	- -	- - -	- -
5. Littleport to Welney ("The North-west District")	99 9 5	- - -	113 15 6	- - -	- - -	- -	- - -	- -
6. Newmarket Heath	290 5 8	- - -	131 2 6	- - -	- - -	- -	- - -	- -
7. Paper Mills	- - -	29 16 6	670 0 0	- - -	- - -	- -	- - -	- -
8. Red Cross	278 18 11	- - -	374 19 10	- - -	- - -	0 4 3	- - -	- -
9. Royston to Wandesford Bridge, South District	158 8 9	- - -	621 15 4	- - -	- - -	- -	a 71 7 3	- -
10. St. Neots to Cambridge	385 10 9	- - -	520 0 0	200 14 0	- - -	- -	- - -	- -
11. Stump Cross	73 12 5	- - -	322 0 0	- - -	- - -	0 5 9	- - -	- -
12. Wimpole and Potton	7 9 2	- - -	274 6 1	- - -	- - -	- -	- - -	- -
13. Wisbech and Thorney	164 4 0	- - -	432 0 0	- - -	- - -	- -	- - -	- -
£	2,777 6 6	29 16 6	8,396 2 3	200 14 0	- - -	0 10 0	94 19 3	- -
COUNTY OF CHESTER.								
1. Acton Bridge and Hartford Green	253 4 10	- - -	705 0 0	- - -	- - -	- -	- - -	- -
2. Ashton and Frodsham	251 0 9	- - -	118 4 0	- - -	- - -	- -	- - -	- -
3. Chelford and Holmes Chapel	1 0 0	- - -	75 0 0	- - -	- - -	- -	- - -	- -
4. Chester, Farndon, and Worthenbury	- - -	29 1 1	400 0 0	- - -	- - -	- -	- - -	- -
5. Chester and Frodsham	274 4 11	- - -	542 0 0	- - -	- - -	- -	- - -	- -
6. Chester, Neston, and Woodside Ferry	892 9 2	- - -	1,950 0 0	- - -	- - -	- -	26 2 4	- -
7. Chester and Tarvin	504 11 9	- - -	865 0 0	- - -	- - -	- -	- - -	- -
8. Chester and Whitchurch	459 12 6	- - -	1,220 0 0	- - -	- - -	- -	- - -	- -
9. Chester and Wrexham	289 16 10	- - -	705 0 0	- - -	- - -	- -	9 7 1	- -
10. Congleton and Buxton	53 19 7	- - -	171 9 9	- - -	- - -	- -	25 0 0	- -
11. Cranage and Warrington, and Macclesfield and Nether Tabley (united)	124 4 9	- - -	1,666 13 4	- - -	- - -	0 10 0	70 9 11	- -
12. Frodsham and Wilderspool	523 11 1	- - -	770 0 0	124 10 0	- - -	- -	114 13 2	- -
13. Hinderton and Birkenhead	32 11 8	- - -	786 5 0	50 0 0	- - -	- -	9 5 1	- -
14. Lawton and Cranage d	108 7 0	- - -	d - -	- - -	- - -	- -	c 221 1 0	- -
15. Macclesfield and Buxton	330 1 2	- - -	197 3 8	- - -	- - -	- -	3 0 0	- -
16. Macclesfield and Chapel-en-le-Frith	256 11 4	- - -	184 8 3	- - -	- - -	- -	- - -	- -
17. Macclesfield and Congleton	305 15 9	- - -	387 7 8	- - -	- - -	1 13 3	11 4 10	- -
18. Macclesfield District of the Sandon	426 16 2	- - -	879 17 0	- - -	- - -	3 2 6	28 7 0	- -
19. Manchester and Buxton	336 1 9	- - -	7,475 0 11	- - -	- - -	- -	82 17 7	- -
20. Manchester, Hyde, and Mottram	486 10 7	- - -	3,141 14 0	295 0 0	- - -	- -	187 18 8	- -
21. Manchester and Wilmslow	225 2 5	- - -	2,768 8 1	- - -	- - -	1 17 6	149 18 8	- -
Nantwich and Congleton:								
22. Middlewich to Congleton	283 13 8	- - -	56 5 6	- - -	- - -	- -	h 26 3 0	- -
23. Middlewich to Nantwich	48 5 11	- - -	290 0 0	- - -	- - -	- -	15 0 0	- -
24. Nantwich and Wheelock, and Branch	14 16 7	- - -	648 8 4	- - -	- - -	- -	134 5 0	- -
25. Nantwich and Woore	- - -	46 1 6	159 6 3	- - -	- - -	- -	19 4 8	- -
26. Sandbach and Congleton	- - -	- - -	200 10 0	- - -	- - -	- -	- - -	- -
27. Span Smithy, Booth Lane, and Winsford	33 15 7	- - -	400 0 0	- - -	- - -	- -	21 0 0	- -
28. Span Smithy and Linley Lane	129 18 8	- - -	401 4 11	- - -	- - -	- -	4 12 5	- -
29. Stayley	472 1 3	- - -	297 12 6	- - -	- - -	- -	- - -	- -
30. Stockport and Ashton	328 6 4	- - -	2,550 0 0	- - -	- - -	- -	225 4 4	- -
31. Stockport and Marple	15 16 3	- - -	461 2 2	- - -	- - -	- -	9 18 10	- -
32. Stockport and Warrington, and Washway (united)	145 1 9	- - -	2,336 0 0	- - -	- - -	- -	79 14 10	- -
33. Tarporley and Whitchurch	22 6 8	- - -	454 0 0	- - -	- - -	- -	- - -	- -
34. Thornset	- - -	- - -	620 0 0	- - -	- - -	- -	0 0 3	- -
35. Wilmslow and Lawton	730 4 1	- - -	923 13 4	- - -	- - -	- -	- - -	- -
36. Woodside and Hoylake	221 12 9	- - -	343 0 0	- - -	- - -	- -	- - -	- -
£	8,581 13 6	75 2 7	35,149 14 8	469 10 0	- - -	7 3 3	1,474 8 8	- -

a Including 68*l.* 17*s.* 3*d.* from Middle Division. *b* Including team labour. *c* Including 50*l.* expended in Tranmere parish.
f Paid to the Northwich Highway Board on the Trust ceasing. *g* Contract work. *h* Including proceeds of sale of Trust property.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
565 16 8	165 12 0	- - -	268 2 0	- - -	- - -	11 8 5	- - -	- - -	50 0 0
1,572 5 0	392 5 5	290 18 9	280 13 3	- - -	- - -	46 3 6	- - -	20 0 0	100 0 0
2,211 13 4	330 17 5	98 9 9	720 19 9	- - -	- - -	117 2 9	31 10 0	21 0 0	150 0 0
610 0 0	230 16 0	7 12 0	243 5 11	- - -	- - -	18 5 10	10 0 0	20 0 0	50 0 0
113 15 $\frac{3}{4}$ 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0
131 2 6	55 3 9	- - -	38 2 0	- - -	- - -	11 8 1	- - -	- - -	30 0 0
670 0 0	210 5 7	161 3 5	185 4 8	- - -	7 18 6	27 17 3	15 15 0	26 5 0	63 0 0
375 4 1	119 18 8	- - -	99 10 11	- - -	- - -	63 15 6	- - -	- - -	40 0 0
693 2 7	148 16 0	9 9 0	334 15 11	- - -	- - -	10 18 9	- - -	12 5 6	40 0 0
720 14 0	131 1 10	144 6 6	126 5 2	- - -	- - -	35 15 9	10 0 0	- - -	50 0 0
322 5 9	149 3 6	- - -	133 18 8	- - -	- - -	21 6 9	- - -	- - -	60 0 0
274 6 1	39 19 4	66 0 6	57 15 0	- - -	- - -	26 8 7	- - -	10 0 0	20 0 0
432 0 0	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	15 0 0	- - -
8,692 5 6	1,973 19 6	777 19 11	2,488 13 3	- - -	7 18 6	390 11 2	82 5 0	129 10 6	663 0 0
705 0 0	223 0 0	13 3 6	124 13 0	- - -	- - -	31 3 7	10 0 0	5 5 0	60 0 0
118 4 0	- - -	- - -	- - -	- - -	- - -	7 4 5	- - -	7 10 0	5 0 0
75 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1 1 0	- - -
400 0 0	77 0 0	31 14 0	31 14 4	- - -	2 7 6	10 18 6	- - -	15 0 0	20 0 0
542 0 0	89 8 6	- - -	*b* 131 7 0	- - -	- - -	5 13 0	- - -	20 0 0	10 0 0
1,976 2 4	707 11 0	73 13 6	707 18 2	- - -	- - -	63 12 0	- - -	60 0 0	60 0 0
865 0 0	182 10 9	- - -	*b* 154 6 10	- - -	- - -	11 0 3	- - -	21 0 0	35 0 0
1,220 0 0	190 0 2	- - -	*b* 126 7 0	- - -	- - -	13 7 7	- - -	45 0 0	80 0 0
714 7 1	166 10 6	- - -	*b* 93 14 7	- - -	11 4 6	24 6 0	- - -	50 0 0	40 0 0
196 9 9	- - -	- - -	- - -	- - -	- - -	12 17 0	- - -	15 0 0	15 0 0
1,737 13 3	472 16 4	247 1 2	525 11 3	- - -	- - -	58 1 10	20 0 0	36 0 0	140 0 0
1,009 3 2	116 16 6	26 2 5	124 6 9	- - -	- - -	38 15 3	5 0 0	15 0 0	- - -
845 10 1	*c* 291 5 5	149 2 6	166 4 0	- - -	- - -	9 4 4	- - -	20 0 0	35 0 0
221 1 0	*f* 88 0 0	- - -	3 13 0	- - -	- - -	- - -	- - -	- - -	2 2 0
200 3 8	- - -	- - -	20 0 0	- - -	- - -	6 18 6	- - -	15 0 0	15 0 0
184 8 3	- - -	- - -	- - -	- - -	- - -	6 17 9	- - -	10 0 0	15 0 0
400 5 9	158 19 8	45 18 8	14 3 8	- - -	- - -	33 5 4	- - -	10 10 0	30 0 0
911 6 6	165 19 5	174 14 10	277 6 2	- - -	- - -	60 17 1	- - -	20 0 0	60 0 0
7,557 18 6	*g* 1,462 10 0	- - -	- - -	- - -	- - -	106 4 9	- - -	200 0 0	100 0 0
3,624 12 8	571 9 10	194 14 3	655 3 9	- - -	- - -	36 3 5	- - -	40 0 0	104 0 0
2,920 4 3	815 14 5	424 15 1	639 15 9	- - -	1 2 6	262 15 7	- - -	45 0 0	110 0 0
82 8 6	- - -	- - -	- - -	- - -	- - -	4 13 0	- - -	10 0 0	- - -
305 0 0	82 4 6	17 16 0	75 14 8	- - -	- - -	4 2 3	2 2 0	5 0 0	25 0 0
782 13 4	54 4 0	24 12 1	186 13 7	- - -	- - -	1 3 1	- - -	- - -	32 8 5
178 10 11	117 13 2	10 10 4	10 16 1	- - -	- - -	0 9 0	- - -	10 0 0	40 0 0
200 10 0	- - -	- - -	- - -	- - -	- - -	0 12 0	- - -	- - -	- - -
421 0 0	162 17 5	13 10 6	193 3 10	- - -	- - -	6 11 9	5 0 0	10 0 0	30 0 0
405 17 4	129 7 4	20 6 10	130 12 0	- - -	- - -	23 4 1	5 0 0	20 0 0	20 0 0
297 12 6	- - -	- - -	- - -	- - -	- - -	- - -	6 0 0	- - -	- - -
2,775 4 4	848 9 0	193 6 1	217 8 6	- - -	7 4 6	22 2 2	- - -	25 0 0	110 0 0
471 1 0	- - -	- - -	- - -	- - -	- - -	6 1 11	- - -	21 0 0	- - -
2,415 14 10	*i* 1,136 9 1	174 14 11	419 5 0	- - -	- - -	128 11 2	10 0 0	20 0 0	75 0 0
454 0 0	83 15 0	6 12 3	62 4 2	- - -	- - -	5 4 4	15 0 0	10 0 0	15 0 0
620 0 3	*j* 100 0 0	- - -	- - -	- - -	- - -	8 12 2	10 0 0	10 0 0	10 0 0
923 13 4	172 8 11	45 3 4	145 2 11	- - -	- - -	21 15 0	10 0 0	30 0 0	40 0 0
343 0 0	83 19 9	265 9 10	265 9 11	- - -	- - -	6 14 10	- - -	10 0 0	- - -
7,100 16 7	8,751 0 8	2,153 2 1	5,502 15 11	- - -	21 19 0	1,039 2 11	98 2 0	832 6 0	1,333 10 5

(Continued on page 12.)

d The trustees ceased to collect tolls on 31st December 1865.
i Including contract work.
e From proceeds of sale of Trust property.
j Paid to townships.

(Continued from page 11.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF CAMBRIDGE.							
1. Arrington	10 12 2	- - -	- - -	- - -	3 2 0	- - -	508 16
2. Cambridge and Ely ("The South District")	4 10 4	- - -	- - -	- - -	38 16 3	- - -	1,173
3. Chatteris, Wisbech, Tyd Gote, and Downham	13 13 4	248 7 1	- - -	*a* 643 15 0	69 13 9	- - -	2,445
4. Hauxton and Dunsbridge	13 3 8	- - -	100 0 0	- - -	0 10 0	- - -	693 18
5. Littleport to Welney ("The North-west District")	- - -	- - -	- - -	100 0 0	6 12 6	- - -	121 1
6. Newmarket Heath	29 9 4	- - -	- - -	- - -	22 9 8	- - -	186 1
7. Paper Mills	16 15 7	- - -	- - -	- - -	6 0 8	- - -	720
8. Red Cross	8 13 1	39 6 8	- - -	- - -	1 7 4	- - -	372 1
9. Royston to Wandesford Bridge, South District	- - -	18 1 5	- - -	*b* 113 0 0	10 14 11	- - -	698
10. St. Neots to Cambridge	1 1 0	77 9 6	- - -	*c* 226 11 11	2 14 6	- - -	805
11. Stump Cross	9 9 1	- - -	- - -	- - -	1 11 6	- - -	375
12. Wimpole and Potton	- - -	- - -	- - -	- - -	2 19 4	- - -	223
13. Wisbech and Thorney	4 14 4	166 18 9	- - -	*d* 235 0 0	19 18 3	- - -	456 1
£	112 1 11	550 3 5	100 0 0	1,318 6 11	186 10 8	- - -	8,781
COUNTY OF CHESTER.							
1. Acton Bridge and Hartford Green	8 17 2	55 6 9	- - -	*e* 202 10 0	4 0 0	- - -	737 19
2. Ashton and Frodsham	2 16 4	41 7 11	- - -	200 0 0	- - -	- - -	263 18
3. Chelford and Holmes Chapel	- - -	- - -	- - -	73 0 0	1 13 6	- - -	75 14
4. Chester, Farndon, and Worthenbury	3 12 8	228 5 3	- - -	- - -	14 7 2	- - -	434 19
5. Chester and Frodsham	16 2 2	109 5 11	- - -	200 0 0	2 3 6	- - -	584
6. Chester, Neston, and Woodside Ferry	50 13 6	19 13 4	959 13 11	- - -	71 6 10	- - -	2,774
7. Chester and Tarvin	13 0 7	25 16 9	- - -	300 0 0	4 0 0	- - -	746 15
8. Chester and Whitchurch	51 16 3	167 11 8	- - -	500 0 0	18 3 6	- - -	1,192
9. Chester and Wrexham	15 19 6	155 11 2	- - -	- - -	2 5 0	- - -	559 11
10. Congleton and Buxton	180 3 8	- - -	- - -	- - -	24 9 1	- - -	247
11. Cranage and Warrington, and Macclesfield and Nether Tabley (united)	12 18 6	166 4 0	- - -	- - -	44 18 9	- - -	1,723 11
12. Frodsham and Wilderspool	21 6 8	34 13 6	- - -	550 0 0	16 17 4	- - -	948 18
13. Hinderton and Birkenhead	3 7 8	77 11 11	- - -	- - -	27 5 2	- - -	779
14. Lawton and Cranage	23 11 10	2 11 3	- - -	200 0 0	9 9 11	- - -	329
15. Macclesfield and Buxton	- - -	108 10 8	- - -	- - -	2 18 9	- - -	168 7
16. Macclesfield and Chapel-en-le-Frith	*h* 370 0 0	- - -	- - -	- - -	5 17 6	- - -	407 15
17. Macclesfield and Congleton	0 10 0	26 11 0	- - -	- - -	*j* 26 6 10	- - -	346
18. Macclesfield District of the Sandon	23 14 9	35 16 4	- - -	462 10 0	9 15 1	- - -	1,290 13
19. Manchester and Buxton	1 19 1	573 10 9	- - -	*k* 4,532 9 2	70 18 10	- - -	7,047 12
20. Manchester, Hyde, and Mottram	44 12 9	349 0 8	- - -	*l* 702 15 4	30 3 7	- - -	2,728
21. Manchester and Wilmslow	27 9 4	- - -	- - -	- - -	145 16 3	- - -	2,472
Nantwich and Congleton:							
22. Middlewich to Congleton	- - -	- - -	- - -	*m* 305 0 0	2 1 5	- - -	321 14
23. Middlewich to Nantwich	8 2 0	20 14 1	- - -	*n* 89 12 2	0 15 0	- - -	331
24. Nantwich and Wheelock, and Branch	29 10 2	35 17 4	- - -	412 2 8	6 2 0	- - -	782 13
25. Nantwich and Woore	- - -	- - -	- - -	- - -	13 8 4	- - -	202 16
26. Sandbach and Congleton	5 10 9	113 2 7	- - -	79 0 0	2 4 8	- - -	200 10
27. Span Smithy, Booth Lane, and Winsford	9 3 0	3 18 8	- - -	8 0 0	1 18 2	- - -	444
28. Span Smithy and Linley Lane	- - -	17 11 5	- - -	100 0 0	16 8 11	- - -	482 10
29. Stayley	19 16 3	43 6 10	- - -	- - -	7 3 0	- - -	76 6
30. Stockport and Ashton	539 3 0	189 4 10	- - -	*p* 490 0 0	165 19 8	- - -	2,807 17
31. Stockport and Marple	- - -	57 18 11	- - -	*q* 240 1 2	7 11 7	- - -	332 13
32. Stockport and Warrington, and Washway (united)	150 7 10	- - -	494 19 1	- - -	93 12 8	- - -	2,702 19
33. Tarporley and Whitchurch	2 10 0	66 16 3	- - -	175 0 0	9 7 6	- - -	451 9
34. Thornset	3 3 8	224 2 0	- - -	*s* 244 19 0	7 10 4	- - -	618 7
35. Wilmslow and Lawton	- - -	254 3 5	32 2 2	22 2 6	11 19 4	- - -	784 17
36. Woodside and Hoylake	13 10 4	3 0 0	444 11 11	- - -	9 14 7	- - -	1,102 11
£	1,653 9 5	3,207 5 2	1,931 7 1	10,089 2 0	888 13 9	- - -	37,501 16

a For debts of 650*l.* *b* For debts of 400*l.* *c* For debts of 334*l.* 8*s.* 1*d.* *d* For debts of 300*l.*
h Towards the cost of obtaining new Act of Parliament. *i* Reduced by new Local Act.
n For debts of 125*l.* *o* Reduced by Provisional Order. *p* For debts of 500*l.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	390 13 11	390 13 11
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	535 3 0	535 3 0
4,200 0 0	5	- -	348 2 6	- - -	4,548 2 6	- -	- -	- -	- -	437 1 6	437 1 6
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	94 17 8	94 17 8
1,037 10 0	None	- -	- - -	- - -	1,037 10 0	- -	- -	- -	- -	91 12 5	91 12 5
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	234 15 4	234 15 4
- -	- -	- -	- - -	80 2 2	80 2 2	—	—	—	—	—	—
1,000 0 0	4	- -	- - -	- - -	1,000 0 0	- -	- -	- -	- -	281 10 10	281 10 10
1,800 0 0	2½	24 0 9	55 0 0	- - -	1,879 0 9	- -	- -	68 16 8	- -	153 9 10	222 6 6
2,322 12 0	3	37 18 2	6 0 0	- - -	2,366 10 2	- -	- -	- -	- -	300 18 7	300 18 7
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	20 8 8	20 8 8
3,150 0 0	None	- -	- - -	- - -	3,150 0 0	- -	- -	- -	- -	58 12 6	58 12 6
4,600 0 0	3½	- -	42 10 0	- - -	4,642 10 0	- -	- -	- -	- -	139 12 8	139 12 8
8,110 2 0	- -	61 18 11	451 12 6	80 2 2	18,703 15 7	- -	- -	68 16 8	- -	2,738 16 11	2,807 13 7
1,432 16 0	3	- -	- - -	- - -	1,432 16 0	- -	- -	- -	- -	220 5 10	220 5 10
920 0 0	3	- -	7 16 0	- - -	927 16 0	- -	- -	- -	- -	105 6 1	105 6 1
963 12 10	None	- -	- - -	- - -	963 12 10	- -	- -	- -	- -	0 5 6	0 5 6
7,600 0 0	4 & 4½	28 8 9	948 8 2	64 0 6	8,640 17 5	—	—	—	—	—	—
4,100 0 0	3	- -	129 15 6	- - -	4,229 15 6	- -	- -	24 0 0	- -	232 4 10	256 4 10
400 0 0	5	- -	5 6 0	- - -	405 6 0	- -	- -	- -	- -	94 9 3	94 9 3
200 0 0	5	- -	- - -	- - -	200 0 0	- -	- -	27 0 0	- -	622 16 7	649 16 7
3,481 0 0	4	- -	- - -	- - -	3,481 0 0	- -	- -	- -	- -	487 6 4	487 6 4
3,850 0 0	4	- -	36 10 0	- - -	3,886 10 0	- -	- -	- -	60 0 0	444 12 8	504 12 8
4,225 10 0	g None	- -	106 8 8	- - -	4,331 18 8	- -	- -	- -	98 19 9	2 19 7	101 19 4
4,655 0 0	4	- -	34 12 0	- - -	4,689 12 0	- -	- -	- -	- -	138 6 2	138 6 2
900 0 0	4	- -	60 3 3	- - -	960 3 3	- -	39 10 0	- -	- -	583 15 10	623 5 10
2,240 0 0	3½	- -	- - -	- - -	2,240 0 0	- -	- -	- -	- -	99 0 9	99 0 9
—	—	—	—	—	—	—	—	—	—	—	—
8,375 8 8	1½	- -	963 16 6	- - -	9,339 5 2	- -	- -	- -	- -	361 16 11	361 16 11
4,108 16 0	i 1	69 19 0	g - -	- - -	4,178 15 0	- -	- -	- -	- -	33 4 4	33 4 4
600 0 0	4½	- -	- - -	- - -	600 0 0	- -	- -	- -	- -	359 16 4	359 16 4
345 0 0	4	- -	- - -	- - -	345 0 0	- -	- -	- -	- -	47 9 0	47 9 0
13,547 11 6	3½	783 6 8	- - -	- - -	14,330 18 2	628 11 8	- -	10 8 2	590 18 6	846 7 8	2,076 6 0
20,605 12 1	2	- -	64 0 1	- - -	20,669 12 2	- -	375 0 0	- -	- -	1,382 19 8	1,757 19 8
7,000 0 0	4	300 0 0	280 0 0	- - -	7,580 0 0	- -	- -	- -	- -	672 17 9	672 17 9
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	44 7 9	44 7 9
425 0 0	o 3	- -	- - -	- - -	425 0 0	- -	- -	- -	- -	22 3 3	22 3 3
499 16 3	4	844 2 7	- - -	- - -	1,343 18 10	- -	- -	- -	- -	14 16 7	14 16 7
- - -	- -	- -	- - -	70 7 6	70 7 6	—	—	—	—	—	—
2,582 18 9	4 & 4½	- -	- - -	- - -	2,582 18 9	—	—	—	—	—	—
72 0 0	5	- -	- - -	- - -	72 0 0	- -	- -	- -	- -	10 12 3	10 12 3
550 0 0	3	- -	- - -	- - -	550 0 0	- -	- -	10 0 0	- -	53 5 5	63 5 5
1,002 8 0	5	16 2 7	225 0 0	- - -	1,243 10 7	10 2 6	- -	- -	- -	693 7 8	703 10 2
4,265 15 0	4	- -	85 6 3	- - -	4,351 1 3	- -	- -	- -	- -	295 12 11	295 12 11
2,663 10 7	2	- -	- - -	- - -	2,663 10 7	- -	- -	- -	- -	154 3 8	154 3 8
- - -	- -	- -	- - -	142 3 2	142 3 2	—	—	—	—	—	—
5,457 16 0	1	- -	- - -	- - -	5,457 16 0	- -	- -	- -	- -	24 17 2	24 17 2
10,755 0 0	2	- -	- - -	- - -	10,755 0 0	- -	- -	- -	- -	1 13 1	1 13 1
2,853 11 9	4	- -	336 18 6	- - -	3,190 10 3	66 13 4	- -	- -	- -	868 19 10	935 13 2
60 0 0	5	- -	- - -	537 18 5	597 18 5	—	—	—	—	—	—
120,738 3 5	- -	2,041 19 7	3,284 0 11	814 9 7	126,878 13 6	705 7 6	414 10 0	71 8 2	749 18 3	8,920 0 8	10,861 4 7

e For debts of 270*l.* f Including 2,000*l.* on which the interest has been relinquished. g Extinguished by new Local Act.
j Including 25*l.* 13*s.* 7*d.* loss by bankruptcy of the late treasurers. k For debts of 4,696*l.* l For debts of 875*l.* m For debts of 610*l.*
q For debts of 261*l.* 12*s.* 5*d.* r Misstated in previous returns, and including 175*l.* at 4 per cent. s For debts of 450*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount Money borrowed the Secu of the To
COUNTY OF CORNWALL.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Bodmin	1,018 1 0	- - -	1,798 0 0	- - -	- - -	2 5 6	11 5 6	- -
2. Bodmin and Roche District	165 6 1	- - -	330 0 0	180 6 8	- - -	- -	1 0 0	- -
3. Callington	295 16 7	- - -	1,150 0 0	- - -	- - -	0 14 9	10 0 0	- -
4. Camelford, Wadebridge, and St. Columb	618 1 3	- - -	1,240 0 0	- - -	- - -	0 5 0	20 15 0	- -
5. Creed and St. Just	131 7 3	- - -	253 10 0	- - -	- - -	- -	- - -	- -
6. Hayle Bridge Causeway	651 11 2	- - -	797 6 11	- - -	- - -	- -	- - -	- -
7. Hayle and Redruth	100 18 8	- - -	1,200 0 0	- - -	- - -	- -	3 8 4	- -
8. Helston	141 4 9	- - -	1,845 17 2	- - -	- - -	- -	59 0 0	- -
9. Launceston	330 19 1	- - -	1,853 0 0	- - -	- - -	5 6 0	15 0 0	- -
10. Liskeard	195 14 2	- - -	1,582 0 0	- - -	- - -	- -	7 19 11	- -
11. Penzance and St. Just	- - -	563 9 9	622 17 9	254 12 3	- - -	- -	- - -	- -
12. St. Austell and Lostwithiel	217 5 9	- - -	802 0 0	- - -	- - -	- -	7 17 6	- -
13. Saltash	1,188 7 5	- - -	940 5 0	- - -	- - -	- -	- - -	- -
14. Trebarwith Sands Road	282 15 9	- - -	130 0 0	- - -	- - -	- -	- - -	- -
15. Truro and Redruth	1,268 12 4	- - -	4,050 0 0	- - -	- - -	- -	61 6 9	- -
£	6,606 1 3	563 9 9	18,594 16 10	434 18 11	- - -	8 11 3	197 13 0	- -
COUNTY OF CUMBERLAND.								
1. Alston	140 15 9	- - -	2,168 12 11	227 1 0	- - -	0 9 8	33 10 0	- -
2. Brampton and Longtown	201 14 5	- - -	281 3 4	- - -	- - -	- -	6 1 6	- -
3. Brougham Bridge	- - -	63 10 1	190 0 0	- - -	- - -	- -	2 3 0	- -
4. Carlisle and Brampton	229 11 7	- - -	458 0 0	- - -	- - -	- -	13 0 0	- -
5. Carlisle and Eamont Bridge, Northern Division	122 0 3	- - -	419 5 0	- - -	- - -	- -	7 0 0	- -
6. Ditto, Southern Division	164 6 8	- - -	388 0 0	- - -	- - -	- -	- - -	- -
7. Carlisle and Temon	- - -	1 4 1	139 10 0	- - -	- - -	- -	22 16 0	- -
8. Cockermouth and Carlisle	167 0 3	- - -	806 0 0	- - -	- - -	- -	25 6 6	- -
9. Cockermouth and Maryport	35 11 10	- - -	1,055 0 0	- - -	- - -	- -	36 5 5	- -
10. Cockermouth and Workington	15 16 4	- - -	279 0 0	- - -	- - -	- -	13 10 7	- -
11. Kingstown and Westlinton Bridge	110 10 5	- - -	93 3 4	- - -	- - -	- -	10 10 6	- -
12. Longtown	468 7 1	- - -	205 11 5	- - -	- - -	- -	41 3 4	- -
13. Penrith and Cockermouth	420 19 7	- - -	1,547 19 9	- - -	- - -	0 4 0	15 0 1	- -
14. Whitehaven	479 10 1	- - -	1,957 3 10	- - -	- - -	- -	28 9 9	- -
£	2,556 4 3	64 14 2	9,988 9 7	227 1 0	- - -	0 13 8	254 16 8	- -
COUNTY OF DERBY.								
1. Alfreton and Derby	82 7 10	- - -	1,425 19 4	- - -	- - -	- -	5 5 6	- -
2. Alfreton, Higham, and Tibshelf	- - -	58 7 7	234 10 0	20 0 0	- - -	- -	- - -	- -
3. Alfreton and Mansfield	17 13 6	- - -	803 9 5	- - -	- - -	- -	- - -	- -
4. Ashborne to Belper Bridge	111 10 11	- - -	312 15 9	56 10 4	- - -	- -	- - -	- -
5. Ashborne, Sudbury, and Yoxall Bridge	243 6 4	- - -	404 13 4	- - -	- - -	- -	- - -	- -
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united)	93 12 2	- - -	788 15 8	- - -	- - -	0 6 0	9 12 1	- -
7. Birkin Lane	27 18 1	- - -	38 0 0	- - -	- - -	- -	- - -	- -
8. Cavendish Bridge and Holland Ward	- - -	48 18 5	1,173 13 4	- - -	- - -	- -	- - -	800 0
9. Chapel-en-le-Frith	64 19 10	- - -	697 19 11	- - -	690 0 0	0 6 3	12 9 1	- -
10. Chesterfield and Hernstone Lane Head	626 16 2	- - -	2,185 0 0	- - -	- - -	1 1 9	11 0 0	- -
11. Chesterfield to Matlock, Darley, and Rowsley Bridges	65 2 4	- - -	496 16 8	30 0 0	- - -	- -	- - -	- -
12. Chesterfield, Newbold, and Dunstone	357 9 10	- - -	692 3 6	- - -	- - -	- -	4 4 6	- -
13. Chesterfield to Worksop	292 6 9	- - -	528 15 0	134 15 0	- - -	- -	- - -	- -
14. Cromford and Belper	100 0 8	- - -	420 5 0	106 8 0	- - -	- -	1 4 4	- -
15. Cromford and Newhaven	142 13 5	- - -	346 0 0	170 1 0	- - -	0 9 0	- - -	- -
16. Derby, Ashborne, and Hurdloe	52 15 6	- - -	784 13 4	- - -	- - -	- -	6 0 0	- -
17. Derby and Burton-upon-Trent	124 0 11	- - -	419 3 4	- - -	- - -	- -	- - -	- -
18. Derby, Duffield, Wirksworth, and Sheffield	1,300 0 4	- - -	4,171 16 8	- - -	- - -	- -	4 0 0	- -
19. Derby, Mansfield, and Nutthall	81 7 9	- - -	851 0 0	- - -	- - -	- -	- - -	- -

a Including contract work. *b* Including materials, &c. *c* Contract work.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	1,811 11 0	414 18 6	173 8 7	270 6 9	- - -	2 7 6	126 0 5	15 0 0	35 0 0	80 0 0
	511 6 8	106 12 6	79 15 10	145 9 4	- - -	- - -	15 4 11	10 0 0	10 0 0	21 5 0
	1,160 14 9	192 19 0	263 13 2	426 18 11	- - -	7 0 0	11 19 4	- - -	25 0 0	50 0 0
	1,261 0 0	187 1 3	104 19 8	182 18 3	- - -	8 10 2	46 17 4	- - -	15 0 0	50 0 0
	253 10 0	a 209 2 11	- - -	- - -	- - -	- - -	10 14 10	7 16 6	20 0 0	10 0 0
	797 6 11	b 168 16 4	- - -	- - -	- - -	3 19 7	4 3 1	- - -	25 0 0	25 0 0
	1,203 8 4	358 1 2	115 9 8	52 4 9	- - -	7 13 0	25 3 8	- - -	25 0 0	45 0 0
	1,904 17 2	408 19 0	143 15 4	43 4 6	- - -	3 5 0	78 11 5	21 0 0	21 0 0	52 10 0
	1,873 6 0	182 16 11	222 3 2	422 3 0	- - -	24 15 0	34 15 8	- - -	14 0 0	105 0 0
	1,589 19 11	a 853 16 2	- - -	14 13 0	- - -	- - -	54 6 0	40 0 0	15 0 0	75 0 0
	877 10 0	b 413 6 5	- - -	- - -	334 7 7	- - -	49 5 9	- - -	25 0 0	40 0 0
	809 17 6	213 5 6	115 8 7	121 9 2	- - -	18 14 2	24 13 1	15 0 0	15 0 0	42 10 0
	940 5 0	3 13 9	- - -	13 18 6	- - -	- - -	102 19 2	- - -	12 0 0	40 0 0
	130 0 0	20 5 8	2 0 0	20 0 0	- - -	1 0 0	- - -	5 0 0	5 0 0	- - -
	4,111 6 9	1,364 2 2	496 12 3	356 17 1	8 0 0	21 13 2	68 13 1	- - -	45 0 0	180 0 0
	19,236 0 0	5,097 17 3	1,717 6 3	2,070 3 3	342 7 7	98 17 7	653 7 9	113 16 6	307 0 0	816 5 0
.	2,429 13 7	629 16 9	256 9 1	473 0 6	- - -	5 3 0	268 16 10	50 0 0	30 0 0	150 0 0
.	287 4 10	50 7 5	0 12 6	c 35 15 10	- - -	- - -	0 9 5	10 0 0	5 0 0	15 0 0
.	192 3 0	8 0 0	- - -	3 13 0	- - -	- - -	6 8 5	- - -	5 0 0	10 10 0
.	471 0 0	a 167 9 0	84 10 2	- - -	- - -	0 16 0	15 12 3	10 0 0	12 0 0	25 0 0
.	426 5 0	a 215 11 10	95 15 4	- - -	- - -	5 11 0	9 13 3	7 0 0	12 0 0	25 0 0
.	388 0 0	a 102 16 9	8 17 0	29 8 0	- - -	- - -	10 14 7	15 0 0	15 0 0	20 0 0
.	162 6 0	a 84 7 0	26 16 8	0 2 6	- - -	1 15 0	4 11 5	10 0 0	13 0 0	28 0 0
.	831 6 6	a 362 3 9	28 7 1	120 7 8	- - -	- - -	16 2 9	- - -	31 10 0	70 0 0
.	1,091 5 5	a 313 17 9	38 17 6	197 14 8	- - -	- - -	17 10 2	- - -	31 10 0	80 0 0
.	292 10 7	86 3 9	32 15 0	70 16 1	- - -	0 10 0	3 12 0	- - -	10 0 0	15 0 0
.	103 13 10	a 78 12 0	12 19 1	- - -	- - -	- - -	8 19 5	8 0 0	6 0 0	12 0 0
.	246 14 9	108 13 2	20 0 1	24 0 7	- - -	- - -	9 0 10	10 0 0	10 0 0	45 0 0
.	1,563 3 10	667 11 11	86 15 5	6 3 10	- - -	- - -	55 13 4	2 11 0	31 10 0	110 0 0
.	1,985 13 7	713 18 5	279 9 8	121 0 7	- - -	- - -	73 13 8	10 0 0	52 0 0	130 0 0
	10,471 0 11	3,589 9 6	972 4 7	1,082 3 3	- - -	13 15 0	500 18 4	132 11 0	264 10 0	735 10 0
1.	1,431 4 10	308 4 7	99 7 5	288 5 5	- - -	- - -	32 9 1	- - -	20 0 0	65 0 0
2.	254 10 0	36 8 0	20 0 0	11 14 6	- - -	- - -	4 1 6	- - -	8 0 0	- - -
3.	803 9 5	253 10 9	52 3 1	43 5 1	- - -	- - -	39 14 2	5 0 0	12 0 0	50 0 0
4.	369 6 1	105 2 0	38 15 0	- - -	- - -	- - -	21 7 7	5 0 0	20 0 0	- - -
5.	404 13 4	c 130 0 0	- - -	7 10 0	- - -	- - -	6 15 11	- - -	- - -	- - -
6.	798 13 9	227 15 9	14 19 0	5 2 0	- - -	1 0 0	24 17 3	- - -	10 0 0	55 0 0
7.	38 0 0	- - -	- - -	- - -	- - -	- - -	- - -	2 2 0	- - -	- - -
8.	1,973 13 4	298 6 5	185 9 10	194 2 4	- - -	0 18 5	22 4 9	- - -	20 0 0	45 0 0
9.	1,400 15 3	30 0 0	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	19 19 9
0.	2,197 1 9	495 13 1	269 15 0	270 14 1	- - -	- - -	27 6 9	- - -	30 0 0	100 0 0
1.	526 16 8	209 1 9	70 12 1	24 5 2	- - -	- - -	4 18 6	- - -	15 0 0	30 0 0
2.	696 8 0	150 19 11	72 10 10	24 19 9	- - -	- - -	3 9 7	- - -	- - -	30 0 0
3.	663 10 0	200 6 3	90 1 1	36 15 7	- - -	- - -	15 17 11	- - -	15 0 0	30 0 0
4.	527 17 4	129 18 5	67 1 2	38 18 2	- - -	- - -	15 5 7	- - -	10 10 0	- - -
5.	516 10 0	179 5 3	38 9 1	8 14 6	- - -	- - -	21 13 9	5 0 0	20 0 0	30 0 0
6.	790 13 4	387 1 6	138 7 5	73 11 9	- - -	8 12 6	77 4 3	- - -	40 0 0	105 0 0
7.	419 3 4	184 11 11	64 18 5	91 9 3	- - -	13 10 4	33 1 7	- - -	20 0 0	45 0 0
8.	4,175 16 8	d 1,207 1 5	757 16 9	422 10 9	- - -	- - -	33 19 9	- - -	50 0 0	80 0 0
9.	851 0 0	e 45 9 8	- - -	- - -	- - -	- - -	22 3 3	- - -	20 0 0	- - -

d Including payments to parishes. *e* Paid to parishes.

(Continued on page 16.)

(Continued from page 15.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF CORNWALL.							
1. Bodmin	575 1 0	171 1 9	- - -	- - -	30 17 8	- - -	1,894 2
2. Bodmin and Roche District	7 0 4	160 0 0	1 15 4	- - -	3 14 8	- - -	560 17
3. Callington	- - -	52 18 10	- - -	200 0 0	32 13 3	- - -	1,263 2
4. Camelford, Wadebridge, and St. Columb	- - -	262 4 1	- - -	- - -	28 8 9	- - -	885 19
5. Creed and St. Just	- - -	40 0 0	- - -	- - -	15 1 8	- - -	312 15
6. Hayle Bridge Causeway	- - -	587 4 2	- - -	- - -	7 7 11	- - -	821 11
7. Hayle and Redruth	- - -	75 7 6	106 15 1	- - -	21 12 4	- - -	832 7
8. Helston	7 9 4	414 18 10	- - -	*c* 480 0 0	36 0 8	- - -	1,710 14
9. Launceston	13 12 4	412 13 1	- - -	*d* 314 0 0	25 7 9	- - -	1,771 6
10. Liskeard	14 17 4	321 15 2	- - -	*e* 201 5 0	26 15 5	- - -	1,617 8
11. Penzance and St. Just	10 5 7	- - -	- - -	- - -	62 2 0	- - -	934 7
12. St. Austell and Lostwithiel	- - -	77 19 6	2 12 9	*f* 180 0 0	4 2 9	- - -	830 15
13. Saltash	*g* 765 10 7	486 0 10	- - -	- - -	35 0 4	- - -	1,459 3
14. Trebarwith Sands Road	42 1 10	44 13 1	- - -	- - -	2 12 0	- - -	142 12
15. Truro and Redruth	30 19 6	281 9 4	260 16 6	1,096 5 0	136 15 5	- - -	4,347 3
£	1,466 17 10	3,388 6 2	371 19 8	2,471 10 0	468 12 7	- - -	19,384 7
COUNTY OF CUMBERLAND.							
1. Alston	40 5 1	- - -	- - -	*j* 400 0 0	55 8 9	- - -	2,359 0
2. Brampton and Longtown	- - -	111 4 4	- - -	*k* 200 0 0	8 10 5	- - -	436 19
3. Brougham Bridge	- - -	150 10 0	- - -	- - -	5 16 7	- - -	189 18
4. Carlisle and Brampton	- - -	62 0 0	- - -	*l* 188 10 0	3 5 1	- - -	569 2
5. Carlisle and Eamont Bridge, Northern Division	- - -	38 11 4	- - -	- - -	4 5 3	- - -	413 8
6. Ditto, Southern Division	- - -	31 14 6	- - -	*l* 194 0 0	12 12 10	- - -	440 3
7. Carlisle and Temon	- - -	- - -	- - -	- - -	2 9 2	- - -	171 1
8. Cockermouth and Carlisle	- - -	131 8 3	6 15 0	*m* 144 0 0	22 4 7	- - -	932 19
9. Cockermouth and Maryport	- - -	282 14 0	- - -	- - -	12 8 8	- - -	974 12
10. Cockermouth and Workington	- - -	103 8 5	- - -	- - -	6 6 3	- - -	328 11
11. Kingstown and Westlinton Bridge	- - -	- - -	- - -	- - -	5 1 4	- - -	131 11
12. Longtown	- - -	- - -	- - -	- - -	6 3 8	- - -	232 18
13. Penrith and Cockermouth	7 11 0	329 14 0	33 0 0	*c* 506 0 0	27 11 6	- - -	1,864 2
14. Whitehaven	- - -	48 4 8	459 17 5	250 0 0	30 3 2	- - -	2,168 7
£	47 16 1	1,289 9 6	499 12 5	1,882 10 0	202 7 3	- - -	11,212 16
COUNTY OF DERBY.							
1. Alfreton and Derby	8 16 8	163 4 0	- - -	*l* 179 19 6	26 11 2	- - -	1,191 17
2. Alfreton, Higham, and Tibshelf	- - -	90 15 0	- - -	- - -	4 14 3	- - -	175 13
3. Alfreton and Mansfield	- - -	50 0 0	- - -	*q* 192 10 0	28 15 6	- - -	726 18
4. Ashborne to Belper Bridge	- - -	226 5 4	- - -	- - -	21 13 5	- - -	438 3
5. Ashborne, Sudbury, and Yoxall Bridge	1 11 0	73 12 10	- - -	- - -	40 9 0	- - -	259 18
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united)	- - -	302 14 3	- - -	- - -	8 11 1	- - -	649 19
7. Birkin Lane	4 10 0	- - -	- - -	- - -	3 12 8	- - -	10 4
8. Cavendish Bridge and Holland Ward	175 0 0	19 13 4	1,103 14 1	- - -	63 0 4	- - -	2,127 9
9. Chapel-en-le-Frith	- - -	277 1 1	- - -	*t* 214 10 0	20 12 3	690 0 0	1,302 3
10. Chesterfield and Hernstone Lane Head	12 14 11	175 15 10	33 5 0	*v* 443 16 11	45 12 10	- - -	1,904 14
11. Chesterfield to Matlock, Darley, and Rowsley Bridges	- - -	4 9 9	- - -	*q* 100 0 0	4 18 6	- - -	463 5
12. Chesterfield, Newbold, and Dunstone	95 8 0	2 10 0	- - -	*w* 357 10 0	3 19 11	- - -	741 8
13. Chesterfield to Worksop	- - -	140 12 2	- - -	150 0 0	4 18 10	- - -	683 11
14. Cromford and Belper	152 16 8	- - -	- - -	- - -	27 15 4	- - -	442 5
15. Cromford and Newhaven	- - -	97 19 10	- - -	*x* 95 0 0	9 0 6	- - -	505 2
16. Derby, Ashborne, and Hurdloe	23 11 0	- - -	37 19 10	- - -	44 7 6	- - -	935 15
17. Derby and Burton-upon-Trent	- - -	23 12 0	- - -	- - -	2 12 2	- - -	478 15
18. Derby, Duffield, Wirksworth, and Sheffield	10 0 0	148 17 7	28 10 0	1,200 0 0	28 8 9	- - -	3,967 5
19. Derby, Mansfield, and Nutthall	24 2 8	166 14 0	- - -	*f* 255 0 0	13 14 5	- - -	547 4

a Reduced by new Local Act. *b* Reduced by Provisional Order. *c* For debts of 600*l.* *d* For debts of 350*l.*
h Interest reduced and arrears extinguished by new Act. *i* Including 554*l.* 18*s.* 9*d.* at 5 per cent. *j* For debts of 888*l.* 17*s.* 8*d.*
o Including 330*l.* at 4 per cent. *p* Including 200*l.* at 4½ per cent. *q* For debts of 250*l.*
u Including 1,430*l.* at 5 per cent. *v* For debts of 516*l.* 17*s.* 6*d.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,630 0 0	a 3	- -	- - -	- - -	3,630 0 0	- -	- -	- -	- -	935 9 10	935 9 10
3,200 0 0	b 2½	- -	b 80 0 0	- - -	3,280 0 0	- -	- -	- -	- -	115 14 10	115 14 10
1,100 0 0	4½ & 5	- -	- - -	- - -	1,100 0 0	- -	- -	- -	- -	193 8 10	193 8 10
5,350 0 0	5	- -	267 10 0	- - -	5,617 10 0	- -	- -	- -	- -	993 1 9	993 1 9
1,000 0 0	4	- -	- - -	- - -	1,000 0 0	37 10 0	- -	- -	- -	72 1 4	109 11 4
11,830 0 0	5	- -	2,331 8 4	- - -	14,161 8 4	- -	- -	- -	30 0 0	627 7 0	657 7 0
1,507 10 0	5	- -	- - -	- - -	1,507 10 0	- -	- -	- -	- -	471 19 10	471 19 10
11,700 0 0	3	- -	- - -	- - -	11,700 0 0	- -	- -	- -	- -	335 7 10	335 7 10
9,450 0 0	4 & 5	- -	62 7 11	- - -	9,512 7 11	- -	- -	- -	- -	432 18 2	432 18 2
7,938 0 0	4	28 16 7	- - -	- - -	7,966 16 7	- -	- -	- -	- -	168 6 0	168 6 0
6,300 0 0	5	- -	607 6 9	620 7 1	7,527 13 10	—	—	—	—	—	—
1,500 0 0	b 3	- -	80 0 0	- - -	1,580 0 0	- -	- -	- -	- -	196 7 9	196 7 9
16,209 5 0	h ½	60 0 0	h 2 19 0	- - -	16,272 4 0	- -	- -	- -	- -	669 9 3	669 9 3
2,324 1 11	2	- -	13 14 8	- - -	2,337 16 7	- -	- -	- -	12 0 0	270 3 2	282 3 2
i 5,419 7 10	4	- -	- - -	- - -	5,419 7 10	- -	- -	- -	- -	1,032 15 7	1,032 15 7
88,458 4 9	- -	88 16 7	3,445 6 8	620 7 1	92,612 15 1	37 10 0	- -	- -	42 0 0	6,514 11 2	6,594 1 2
25,567 11 9	None	- -	- - -	- - -	25,567 11 9	- -	190 2 4	16 3 0	10 0 0	211 9 4	427 14 8
3,770 0 0	3	- -	- - -	- - -	3,770 0 0	- -	- -	- -	- -	51 19 4	51 19 4
4,300 0 0	3½	- -	528 2 6	61 5 1	4,889 7 7	—	—	—	—	—	—
1,350 0 0	4	- -	- - -	- - -	1,350 0 0	- -	- -	- -	- -	131 9 1	131 9 1
1,200 0 0	3½	- -	82 0 0	- - -	1,282 0 0	- -	- -	- -	- -	134 17 3	134 17 3
800 0 0	3½	- -	- - -	- - -	800 0 0	- -	- -	- -	- -	112 3 0	112 3 0
- - -	- -	- -	- - -	9 19 10	9 19 10	—	—	—	—	—	—
2,850 0 0	4½	- -	8 17 0	- - -	2,858 17 0	- -	- -	- -	- -	65 7 8	65 7 8
n 6,400 0 0	4½	- -	8 17 0	- - -	6,408 17 0	- -	- -	- -	- -	152 4 6	152 4 6
3,270 0 0	3	- -	90 12 0	20 4 7	3,380 16 7	—	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	82 12 5	82 12 5
- - -	- -	20 0 0	- - -	- - -	20 0 0	- -	- -	- -	- -	482 3 6	482 3 6
o 10,019 5 0	3	- -	- - -	- - -	10,019 5 0	- -	- -	- -	42 10 6	120 1 5	162 11 11
p 950 0 0	4	- -	- - -	- - -	950 0 0	- -	- -	- -	- -	296 16 1	296 16 1
60,476 16 9	- -	20 0 0	718 8 6	91 9 6	61,306 14 9	- -	190 2 4	16 3 0	52 10 6	1,841 3 7	2,099 19 5
4,080 0 0	4	- -	- - -	- - -	4,080 0 0	- -	- -	- -	- -	321 14 10	321 14 10
2,900 0 0	3	- -	9 5 0	- - -	2,909 5 0	- -	- -	- -	- -	20 9 2	20 9 2
1,200 0 0	4	- -	- - -	- - -	1,200 0 0	- -	- -	- -	- -	94 4 4	94 4 4
r 5,399 11 8	2	- -	56 0 0	- - -	5,455 11 8	16 15 9	- -	- -	- -	42 13 8	59 9 5
3,732 3 0	2	17 0 0	2 0 0	- - -	3,751 3 0	- -	- -	- -	- -	388 0 11	388 0 11
10,090 7 9	3	- -	- - -	- - -	10,090 7 9	- -	- -	- -	- -	242 6 7	242 6 7
1,870 0 0	None	- -	- - -	- - -	1,870 0 0	- -	- -	- -	- -	55 13 5	55 13 5
s 1,300 0 0	5	12 5 10	- - -	202 14 7	1,515 0 5	214 0 0	- -	- -	- -	- - -	214 0 0
u 6,652 14 0	3¾	- -	15 0 0	- - -	6,667 14 0	- -	6 0 0	- -	- -	163 12 0	169 12 0
3,807 12 6	4	46 3 4	178 8 2	- - -	4,032 4 0	185 0 0	- -	- -	- -	919 3 6	1,104 3 6
8,785 10 5	1½	- -	129 6 6	- - -	8,914 16 11	- -	- -	- -	- -	128 13 3	128 13 3
1,725 0 0	4	- -	82 3 0	- - -	1,807 3 0	- -	- -	- -	- -	312 9 10	312 9 10
6,589 12 6	2	- -	127 15 10	- - -	6,717 8 4	48 1 8	18 0 0	- -	- -	272 4 11	338 6 7
5,004 15 4	2½	123 3 2	214 14 0	- - -	5,342 12 6	- -	58 15 6	62 12 3	- -	185 12 8	307 0 5
3,206 0 0	3	- -	- - -	- - -	3,206 0 0	- -	- -	- -	- -	154 0 6	154 0 6
100 0 0	4½	- -	4 10 0	92 6 11	196 16 11	211 13 4	- -	- -	- -	- - -	211 13 4
600 0 0	4	- -	- - -	- - -	600 0 0	73 10 0	- -	- -	- -	64 8 7	137 18 7
4,363 12 1	3½	295 15 0	26 16 1	- - -	4,686 3 2	432 6 8	- -	- -	- -	1,508 12 0	1,940 18 8
5,300 0 0	3	60 0 0	- - -	- - -	5,360 0 0	214 10 0	- -	- -	- -	385 3 9	599 13 9

e For debts of 215*l.* f For debts of 300*l.* g Including costs of obtaining new Act.
h For debts of 430*l.* l For debts of 200*l.* m For debts of 150*l.* n Including 1,200*l.* at 5 per cent.
r Including 1,409*l.* 11*s.* 8*d.* at 2½ per cent. s Including 500*l.* at 4 per cent. t For debts of 254*l.*
w For debts of 362*l.* 10*s.* x For debts of 100*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Securit of the Tol
COUNTY OF DERBY—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
20. Derby to Uttoxeter	469 3 10	- - -	784 10 0	- - -	- - -	- -	- - -	- -
21. Duffield to Heage	88 15 0	- - -	492 4 7	- - -	- - -	- -	5 12 8	- -
22. Glossop and Marple Bridge	147 14 7	- - -	759 17 10	- - -	- - -	2 3 9	4 8 7	- -
23. Greenhill Moor and Eckington	262 0 1	- - -	635 13 4	- - -	- - -	- -	7 1 7	- -
24. Haddon and Bentley *a*	327 4 11	- - -	249 11 7	71 17 9	10 0 0	- -	- - -	- -
25. Ideridgehay and Duffield	191 6 7	- - -	372 0 2	- - -	- - -	- -	- - -	- -
26. Mansfield and Chesterfield	52 2 2	- - -	550 18 4	- - -	- - -	- -	8 0 0	- -
27. Nottingham Road (from Derby to Risley)	139 16 11	- - -	570 0 0	- - -	- - -	- -	- - -	- -
28. Nottingham and Newhaven, Third District	464 9 4	- - -	1,150 0 0	- - -	- - -	- -	- - -	- -
29. Oakerthorpe and Ashborne	42 3 8	- - -	432 0 0	201 7 6	- - -	2 15 0	8 10 0	- -
30. Owler Bar	671 2 11	- - -	2,600 0 0	- - -	- - -	- -	73 10 5	- -
31. Sheffield and Chapel-en-le-Frith	2,159 0 4	- - -	2,552 10 0	- - -	- - -	3 19 0	99 15 0	- -
32. Sheffield and Gander Lane	605 8 8	- - -	1,395 0 0	- - -	- - -	0 3 9	5 17 6	- -
33. Sheffield and Glossop	33 15 7	- - -	615 13 3	195 6 8	- - -	- -	40 15 7	- -
34. Temple Normanton and Tibshelf	127 1 11	- - -	125 10 0	- - -	- - -	- -	- - -	- -
35. Tupton and Ashover	68 16 4	- - -	110 0 0	27 2 6	- - -	- -	- - -	- -
36. Wirksworth and Hulland Ward	79 9 7	- - -	327 0 0	- - -	- - -	- -	- - -	- -
£	9,713 14 9	107 6 0	30,497 19 4	1,013 8 9	700 0 0	11 4 6	307 6 10	800 0
COUNTY OF DEVON.								
1. Ashburton	907 19 0	- - -	1,546 10 6	- - -	- - -	- -	5 5 0	- -
2. Axminster	37 7 3	- - -	820 0 0	- - -	- - -	- -	11 8 0	- -
3. Barnstaple *d*	1,445 6 11	- - -	4,176 0 10	- - -	- - -	2 4 0	28 0 0	- -
4. Bideford	673 2 10	- - -	2,500 0 0	- - -	- - -	- -	16 9 7	- -
5. Braunton	388 6 8	- - -	455 8 10	- - -	- - -	- -	14 14 0	- -
6. Braunton and Ilfracombe	332 4 7	- - -	341 11 5	- - -	- - -	- -	- - -	- -
7. Combmartin	54 1 0	- - -	776 16 2	- - -	- - -	- -	1 10 2	- -
8. Countess Wear Bridge	612 11 2	- - -	40 0 0	- - -	- - -	- -	- - -	- -
9. Cullompton	394 11 11	- - -	141 10 0	- - -	30 0 0	- -	1 6 0	- -
10. Exeter	920 12 7	- - -	6,092 0 0	- - -	- - -	5 0 1	65 16 0	- -
11. Exmouth Road	27 15 3	- - -	155 16 8	- - -	- - -	- -	- - -	- -
12. Great Torrington	372 7 9	- - -	1,405 0 0	529 9 5	- - -	0 8 0	- - -	- -
13. Honiton	79 8 2	- - -	734 5 2	- - -	- - -	0 11 6	- - -	- -
14. Honiton and Ilminster	2 2 2	- - -	181 16 0	- - -	- - -	- -	- - -	- -
15. Honiton and Sidmouth	88 12 10	- - -	354 0 0	20 0 0	- - -	- -	- - -	- -
16. Kingsbridge and Dartmouth	297 12 5	- - -	1,994 18 4	- - -	- - -	- -	- - -	- -
17. Modbury	105 15 10	- - -	820 0 0	- - -	- - -	0 8 0	10 5 0	- -
18. Moretonhampstead	137 6 9	- - -	202 15 0	- - -	- - -	- -	- - -	- -
19. Newton Bushel	337 1 7	- - -	1,115 16 8	- - -	- - -	- -	- - -	- -
20. Plymouth, Eastern	216 18 6	- - -	601 0 0	- - -	- - -	- -	3 8 6	- -
21. Plymouth and Exeter Road	263 3 9	- - -	180 0 0	- - -	- - -	- -	- - -	- -
22. Plymouth and Tavistock	487 1 7	- - -	1,117 7 5	- - -	- - -	- -	*f* 401 0 0	- -
23. Sidmouth and Cullompton	46 19 5	- - -	185 12 6	- - -	- - -	- -	- - -	- -
24. South Molton	59 0 3	- - -	1,929 4 6	- - -	- - -	0 19 6	2 12 0	- -
25. Tavistock	27 0 2	- - -	2,200 0 0	- - -	- - -	- -	45 2 0	- -
26. Teignmouth and Dawlish	1,070 13 1	- - -	890 0 0	205 3 5	- - -	0 4 0	- - -	- -
27. Tiverton	942 0 9	- - -	2,660 0 0	- - -	- - -	- -	- - -	- -
28. Torquay	- - -	368 10 10	5,256 0 0	- - -	- - -	- -	- - -	- -
29. Totnes Bridge *k*	140 6 9	- - -	390 0 0	- - -	- - -	- -	- - -	- -
30. Totnes and Bridgetown Pomeroy	512 3 5	- - -	2,105 0 0	- - -	- - -	- -	12 2 2	- -
£	10,979 14 4	368 10 10	41,368 10 0	754 12 10	30 0 0	9 15 1	618 18 5	- -
COUNTY OF DORSET.								
1. Backwater Bridge and Road	236 15 8	- - -	52 7 1	- - -	- - -	- -	- - -	- -
2. Blandford and Poole	131 8 5	- - -	330 19 8	- - -	- - -	- -	2 10 0	- -
3. Blandford and Wimborne	- - -	47 10 2	152 10 1	- - -	- - -	- -	- - -	- -
4. Bridport, First District	403 9 5	- - -	1,449 13 4	163 4 2	- - -	- -	- - -	- -
5. Bridport, Second District	538 18 0	- - -	1,165 0 0	122 10 0	- - -	- -	- - -	- -
6. Bridport and Broadwinsor	431 2 4	- - -	482 10 0	154 0 0	- - -	- -	- - -	- -

a No return for 1866 can be obtained; the return for 1865 is again inserted. The clerk to the Trustees has been fined 10*l.* and costs for the omission.
f Received from Her Majesty's War Department for metalling a new piece of road. *g* Including team labour.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
784 10 0	188 6 6	62 6 7	42 11 8	- - -	- - -	5 17 7	- - -	20 0 0	45 0 0
497 17 3	98 18 3	33 11 4	20 7 2	- - -	- - -	10 6 6	- - -	10 0 0	- - -
766 10 2	382 10 0	28 18 0	26 16 4	- - -	2 9 6	23 6 6	- - -	50 0 0	45 0 4
642 14 11	159 7 1	106 10 8	46 11 5	- - -	- - -	11 6 7	- - -	- - -	16 0 0
331 9 4	142 9 3	31 9 5	7 10 8	- - -	- - -	38 15 8	4 15 11	28 0 0	23 6 8
372 0 2	40 12 3	7 19 0	5 18 0	- - -	- - -	18 17 9	5 0 0	10 0 0	11 10 0
558 18 4	b 278 6 1	- - -	- - -	- - -	- - -	15 1 2	5 5 0	25 0 0	20 0 0
570 0 0	115 11 11	45 17 9	110 9 5	- - -	5 5 0	8 14 11	- - -	20 0 0	30 0 0
1,150 0 0	c 206 1 8	95 5 11	154 16 5	- - -	5 12 4	44 8 11	- - -	30 0 0	40 0 0
644 12 6	303 11 4	99 10 7	21 12 0	- - -	1 0 0	32 12 3	5 0 0	20 0 0	30 0 0
2,673 10 5	720 11 4	687 0 4	336 2 7	- - -	- - -	13 18 10	- - -	- - -	60 0 0
2,656 4 0	446 7 7	466 16 3	385 15 2	- - -	0 5 0	7 17 8	- - -	20 0 0	50 0 0
1,401 1 3	b 790 0 0	- - -	100 0 0	105 0 0	- - -	76 11 0	4 10 4	26 5 0	20 0 0
851 15 6	290 15 5	66 4 2	39 4 10	- - -	0 10 0	13 17 4	- - -	13 13 0	25 0 0
125 10 0	33 19 2	27 19 6	4 2 3	- - -	- - -	2 10 1	- - -	- - -	5 0 0
137 2 6	b 60 0 0	- - -	- - -	- - -	- - -	1 3 0	3 3 0	- - -	- - -
327 0 0	149 13 1	32 14 3	3 17 5	- - -	- - -	28 3 5	5 0 0	10 0 0	13 10 0
3,329 19 5	8,985 17 7	3,772 9 11	2,847 13 8	105 0 0	39 3 1	760 0 4	49 16 3	643 8 0	1,119 6 9
1,551 15 6	b 269 5 4	- - -	- - -	- - -	- - -	40 7 6	1 0 0	40 0 0	70 0 0
831 8 0	234 6 9	168 6 9	40 4 8	- - -	- - -	154 15 8	- - -	31 10 0	50 0 0
4,206 4 10	e 600 0 0	- - -	- - -	- - -	- - -	42 19 2	- - -	40 0 0	120 0 0
2,516 9 7	b 830 0 0	- - -	- - -	- - -	- - -	67 8 6	- - -	15 0 0	100 0 0
470 2 10	26 0 0	- - -	- - -	- - -	- - -	15 6 3	- - -	8 0 0	8 0 0
341 11 5	b 86 10 0	- - -	- - -	- - -	- - -	2 6 9	- - -	8 0 0	8 0 0
778 6 4	128 1 5	85 3 9	16 19 8	- - -	- - -	49 19 9	- - -	20 0 0	25 0 0
40 0 0	21 18 8	- - -	- - -	- - -	- - -	7 4 0	- - -	- - -	- - -
172 16 0	- - -	- - -	- - -	- - -	- - -	- - -	8 0 0	15 0 0	- - -
6,162 16 1	b 2,691 7 11	- - -	- - -	- - -	- - -	139 18 8	- - -	100 0 0	250 0 0
155 16 8	b 35 0 0	- - -	- - -	- - -	- - -	5 15 4	10 0 0	10 0 0	5 0 0
1,934 17 5	90 13 3	137 13 1	271 9 1	- - -	29 5 9	12 17 8	5 5 0	30 0 0	65 0 0
734 16 8	b 400 0 0	- - -	- - -	- - -	- - -	9 5 9	15 0 0	35 0 0	20 0 0
181 16 0	b 108 2 0	- - -	- - -	- - -	- - -	13 11 10	- - -	30 0 0	15 0 0
374 0 0	b 44 0 0	- - -	- - -	- - -	- - -	11 12 6	8 0 0	18 0 0	- - -
1,994 18 4	257 0 8	133 14 1	359 8 7	- - -	- - -	44 15 5	10 0 0	31 15 0	78 6 8
830 13 0	71 17 4	16 15 0	192 15 9	- - -	- - -	21 18 8	- - -	20 0 0	20 0 0
202 15 0	- - -	1 19 6	- - -	- - -	- - -	11 12 10	5 0 0	10 0 0	4 0 0
1,115 16 8	b 285 0 0	- - -	- - -	- - -	- - -	50 6 8	- - -	20 0 0	40 0 0
604 8 6	b 300 0 0	- - -	- - -	- - -	- - -	17 7 8	- - -	36 15 0	40 0 0
180 0 0	- - -	- - -	- - -	- - -	- - -	5 16 11	- - -	- - -	- - -
1,518 7 5	122 5 8	64 7 0	465 5 2	- - -	- - -	38 11 1	- - -	31 10 0	102 0 0
185 12 6	30 0 0	- - -	- - -	- - -	- - -	0 2 0	- - -	- - -	- - -
1,932 16 0	310 19 8	89 16 0	- - -	- - -	12 14 9	35 13 4	10 0 0	10 0 0	75 0 0
2,245 2 0	g 902 0 4	- - -	529 15 4	- - -	- - -	44 9 10	- - -	35 0 0	h 137 10 0
1,095 7 5	i 101 19 4	69 12 9	25 13 6	- - -	- - -	20 19 6	- - -	52 10 0	50 0 0
2,660 0 0	e 431 2 8	- - -	- - -	- - -	- - -	- - -	j 15 0 0	40 0 0	65 0 0
5,256 0 0	i 1,822 12 8	- - -	- - -	- - -	27 3 1	293 1 3	- - -	60 0 0	100 0 0
390 0 0	- - -	- - -	- - -	- - -	- - -	11 1 10	- - -	5 5 0	- - -
2,117 2 2	b 1,161 15 9	- - -	14 9 11	- - -	2 10 0	80 5 11	- - -	40 0 0	50 0 0
2,781 16 4	11,361 19 5	767 7 11	1,916 1 8	- - -	71 13 7	1,249 12 3	87 5 0	793 5 0	1,497 16 8
52 7 1	65 8 10	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -
333 9 8	77 8 0	23 5 6	39 10 7	- - -	- - -	19 13 7	- - -	20 0 0	30 0 0
152 10 1	- - -	- - -	- - -	- - -	- - -	2 6 6	- - -	10 0 0	- - -
1,612 17 6	39 13 8	150 16 5	172 17 6	- - -	- - -	28 7 3	- - -	70 0 0	50 0 0
1,287 10 0	73 14 10	90 17 6	82 3 7	- - -	- - -	61 6 1	- - -	20 0 0	26 0 0
636 10 0	54 3 3	69 8 1	33 3 4	- - -	- - -	9 3 3	- - -	35 0 0	15 0 0

(Continued on page 20.)

b Contract work. c Including payments to parishes. d Including New Eastern Roads. e Paid to parishes.
h For 1¼ year. i Including contract work. j For ½ a year. k No returns were forwarded in previous years.

(Continued from page 19.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditu
COUNTY OF DERBY—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
20. Derby to Uttoxeter	10 0 0	321 8 5	44 18 8	- - -	13 1 5	- - -	753 10
21. Duffield to Heage	- - -	308 8 9	- - -	- - -	3 6 8	- - -	484 18
22. Glossop and Marple Bridge	- - -	117 9 8	- - -	- - -	*a* 193 7 2	- - -	869 17
23. Greenhill Moor and Eckington	28 13 6	79 8 8	- - -	*b* 300 0 0	1 17 6	- - -	749 15
24. Haddon and Bentley	179 0 0	- - -	- - -	- - -	119 3 10	10 0 0	584 11
25. Ideridgehay and Duffield	- - -	34 17 4	- - -	*c* 175 0 0	5 11 3	- - -	315 5
26. Mansfield and Chesterfield	- - -	108 0 0	- - -	*d* 145 0 0	20 9 2	- - -	617 1
27. Nottingham Road (from Derby to Risley)	10 0 0	13 15 4	49 1 8	- - -	16 4 0	- - -	425 0
28. Nottingham and Newhaven, Third District	- - -	232 11 4	- - -	486 10 0	13 13 6	- - -	1,309 0
29. Oakerthorpe and Ashborne	- - -	- - -	- - -	- - -	11 17 2	- - -	525 3
30. Owler Bar	59 15 6	198 12 9	- - -	*e* 560 12 6	28 10 10	- - -	2,665 4
31. Sheffield and Chapel-en-le-Frith	29 16 4	692 14 8	53 12 3	*f* 429 8 0	*g* 338 11 0	- - -	2,921 3
32. Sheffield and Gander Lane	48 18 5	99 13 1	120 0 0	*h* 400 18 2	19 0 3	- - -	1,810 16
33. Sheffield and Glossop	- - -	83 13 6	- - -	221 6 8	5 10 6	- - -	759 15
34. Temple Normanton and Tibshelf	11 9 6	57 8 3	- - -	- - -	14 12 1	- - -	157 0
35. Tupton and Ashover	4 10 0	- - -	- - -	- - -	2 18 9	- - -	71 14
36. Wirksworth and Hulland Ward	- - -	31 3 4	- - -	*i* 100 0 0	5 11 10	- - -	379 13
£	890 14 2	4,343 2 1	1,471 1 6	6,007 1 9	1,216 15 4	700 0 0	32,951 10
COUNTY OF DEVON.							
1. Ashburton	37 18 4	731 16 11	5 0 0	*e* 420 0 0	66 3 2	- - -	1,681 11
2. Axminster	5 10 6	70 16 0	- - -	- - -	45 13 10	- - -	801 4
3. Barnstaple	946 12 0	1,130 10 5	52 3 0	*k* 1,711 14 9	30 13 10	- - -	4,674 18
4. Bideford	18 17 10	416 2 5	- - -	*m* 970 8 6	11 19 1	- - -	2,429 16
5. Braunton	- - -	351 19 11	- - -	- - -	30 9 5	- - -	439 18
6. Braunton and Ilfracombe	- - -	200 8 5	- - -	- - -	13 19 11	- - -	319 5
7. Combmartin	- - -	356 6 8	- - -	- - -	24 4 7	- - -	705 16
8. Countess Wear Bridge	- - -	- - -	- - -	*o* 15 0 0	- - -	- - -	44 2
9. Cullompton	- - -	- - -	- - -	- - -	2 18 0	30 0 0	55 18
10. Exeter	95 4 7	1,285 1 5	120 0 0	1,448 0 0	178 12 0	- - -	6,308 4
11. Exmouth Road	- - -	18 12 11	- - -	50 0 0	11 6 6	- - -	145 14
12. Great Torrington	901 9 2	428 15 0	- - -	- - -	29 4 0	- - -	2,001 12
13. Honiton	- - -	187 5 0	- - -	- - -	20 14 3	- - -	687 8
14. Honiton and Ilminster	11 4 4	- - -	- - -	- - -	8 7 4	- - -	186 1
15. Honiton and Sidmouth	10 7 6	76 3 0	- - -	- - -	7 13 4	- - -	175 16
16. Kingsbridge and Dartmouth	507 9 1	555 5 10	- - -	- - -	47 0 3	- - -	2,024 13
17. Modbury	- - -	425 17 8	- - -	- - -	12 6 9	- - -	781 11
18. Moretonhampstead	- - -	- - -	- - -	*u* 200 0 0	4 14 7	- - -	237 6
19. Newton Bushel	- - -	154 6 5	- - -	*v* 778 3 10	18 4 6	- - -	1,846 1
20. Plymouth, Eastern	- - -	75 5 6	84 1 0	199 0 0	14 13 11	- - -	767 8
21. Plymouth and Exeter Road	- - -	98 6 8	- - -	- - -	- - -	- - -	104 3
22. Plymouth and Tavistock	- - -	165 13 2	200 7 6	*x* 420 0 0	7 5 6	- - -	1,617 8
23. Sidmouth and Cullompton	22 18 0	111 9 0	- - -	- - -	7 9 9	- - -	171 11
24. South Molton	- - -	1,227 5 3	- - -	- - -	52 14 3	- - -	1,824 3
25. Tavistock	20 7 10	219 9 7	- - -	- - -	67 7 9	- - -	1,956 6
26. Teignmouth and Dawlish	18 2 11	997 10 10	- - -	- - -	42 3 9	- - -	1,378 12
27. Tiverton	137 18 6	901 16 8	- - -	*cc* 915 18 0	109 7 5	- - -	2,616 3
28. Torquay	- - -	1,056 15 7	19 11 0	1,000 0 0	38 5 7	- - -	4,417 9
29. Totnes Bridge	- - -	322 12 10	- - -	*gg* 80 14 0	6 8 0	- - -	426 [illegible]
30. Totnes and Bridgetown Pomeroy	- - -	910 1 3	- - -	- - -	32 17 5	- - -	2,292 6
£	2,734 0 7	12,475 14 4	481 2 6	8,208 19 1	942 18 8	30 0 0	42,617 16
COUNTY OF DORSET.							
1. Backwater Bridge and Road	- - -	- - -	- - -	- - -	- - -	- - -	70 [illegible]
2. Blandford and Poole	12 14 4	25 5 0	3 18 9	- - -	11 4 2	- - -	262 1
3. Blandford and Wimborne	- - -	40 0 0	- - -	- - -	9 3 8	- - -	61 1
4. Bridport, First District	- - -	377 12 9	- - -	*u* 262 10 0	23 17 10	- - -	1,175 1
5. Bridport, Second District	- - -	291 16 3	- - -	*ii* 541 16 6	11 16 1	- - -	1,199 1
6. Bridport and Broadwinsor	- - -	140 4 9	- - -	*jj* 324 9 0	11 10 6	- - -	692

a Including 191*l.* 5*s.* 10*d.* due from the estate of a former clerk. *b* For debts of 498*l.* 12*s.* 2*d.* *c* For debts of 300*l.* *d* For debts of 200
i For debts of 134*l.* *j* Mis-stated in previous Returns. *k* For debts of 2,181*l.* 19*s.* 9*d.* *l* Reduced by new Local Ac
q Increased 25*l.* by new Local Act. *r* Including 1,500*l.* at 3 and 2,778*l.* at 2½ per cent. *s* Interest reduced and arrears extinguished by new Local
y Including 970*l.* at 4½ per cent. *z* Including 1,250*l.* at 4½ per cent. *aa* Including 2,150*l.* at 4 per cent. *bb* Including 700*l.* at 4 per cen
gg For debts of 100*l.* *hh* Including 350*l.* at 5 per cent. *ii* For debts of 900*l.* *jj* For debts of 721*l.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8,210 0 0	4	8 11 3	5 8 5	- -	8,223 19 8	142 13 4	- -	- -	- -	500 3 0	642 16 4
6,168 16 7	5	- -	- - -	- -	6,168 16 7	- -	- -	- -	- -	101 13 7	101 13 7
3,326 5 0	3½	- -	17 19 9	- -	3,344 4 9	- -	- -	- -	- -	44 7 3	44 7 3
909 11 6	5	65 15 8	45 9 7	- -	1,020 16 9	225 0 0	- -	- -	- -	154 19 7	379 19 7
5,150 0 0	1	- -	- - -	- -	5,150 0 0	- -	- -	- -	- -	74 2 10	74 2 10
1,437 0 0	2	- -	- - -	- -	1,437 0 0	9 19 10	- -	- -	- -	248 1 2	258 1 0
2,500 0 0	4	- -	- - -	6 0 11	2,506 0 11	50 1 8	- -	- -	- -	- - -	50 1 8
350 0 0	4	6 18 3	- - -	- -	356 18 3	103 13 4	- -	- -	- -	284 16 11	388 10 3
5,575 0 0	4	- -	- - -	- -	5,575 0 0	- -	- -	- -	- -	305 9 3	305 9 3
950 0 0	3½	- -	64 16 8	- -	1,014 16 8	- -	- -	- -	- -	161 12 10	161 12 10
4,110 3 4	4	39 1 4	164 8 0	- -	4,313 12 8	216 13 4	- -	- -	- -	679 8 8	896 2 0
20,903 0 0	3	47 11 5	849 17 1	- -	21,800 8 6	222 18 4	- -	- -	- -	1,894 0 5	2,116 18 9
1,318 0 0	4	- -	- - -	- -	1,318 0 0	- -	- -	- -	- -	195 13 8	195 13 8
4,108 2 4	2	- -	- - -	- -	4,108 2 4	- -	139 7 3	- -	- -	125 15 8	265 2 11
2,870 0 0	2	- -	- - -	- -	2,870 0 0	- -	- -	- -	- -	95 11 1	95 11 1
1,400 0 0	None	- -	- - -	- -	1,400 0 0	- -	- -	- -	- -	134 4 1	134 4 1
1,941 0 0	1½	- -	29 2 0	- -	1,970 2 0	2 0 0	- -	- -	- -	26 16 3	28 16 3
47,933 18 0	- -	722 5 3	2,023 0 1	301 2 5	150,980 5 9	2,368 17 3	222 2 9	62 12 3	- -	10,286 0 2	12,939 12 5
16,000 0 0	4 to 5	- -	687 0 6	- -	16,687 0 6	- -	- -	- -	- -	778 3 3	778 3 3
1,800 0 0	4	- -	- - -	- -	1,800 0 0	- -	- -	- -	- -	67 11 1	67 11 1
31,798 0 3	3	- -	*l* 309 11 11	- -	32,107 12 2	- -	- -	- -	9 0 0	976 18 7	985 18 7
12,005 0 0	3½	- -	487 6 0	- -	12,492 6 0	- -	- -	- -	- -	759 16 1	759 16 1
6,517 0 0	5	- -	1,265 10 2	- -	7,782 10 2	- -	- -	- -	- -	418 13 11	418 13 11
4,157 0 0	5	- -	2,240 9 0	- -	6,397 9 0	- -	- -	- -	- -	354 10 11	354 10 11
7,247 10 0	5	- -	2,363 12 9	- -	9,611 2 9	- -	- -	- -	- -	126 11 6	126 11 6
1,125 0 0	None	- -	- - -	- -	1,125 0 0	- -	- -	- -	- -	608 8 6	608 8 6
6,975 0 0	5	- -	6,652 15 7	- -	13,627 15 7	- -	- -	- -	- -	511 9 11	511 9 11
31,400 0 0	4	708 2 5	3,438 18 0	- -	35,547 0 5	- -	- -	- -	- -	775 4 1	775 4 1
300 0 0	4 & 4½	- -	2 19 0	- -	302 19 0	- -	- -	- -	- -	37 17 2	37 17 2
10,051 10 0	3	- -	572 0 7	- -	10,623 10 7	- -	- -	- -	- -	305 13 2	305 13 2
5,350 0 0	3½	- -	- - -	- -	5,350 0 0	- -	- -	- -	- -	126 19 10	126 19 10
11,367 2 6	5	- -	15,285 14 3	2 7 4	26,655 4 1	—	—	—	—	—	—
2,950 0 0	2½	- -	- - -	- -	2,950 0 0	- -	- -	- -	- -	286 16 6	286 16 6
17,628 4 9	*s* 1½	- -	*s* - -	- -	17,628 4 9	- -	- -	- -	- -	267 15 2	267 15 2
26,268 0 0	3	- -	3,441 12 9	- -	29,709 12 9	- -	- -	- -	- -	154 17 8	154 17 8
3,443 0 0	1*d.*	- -	- - -	- -	3,443 0 0	- -	- -	- -	- -	102 14 10	102 14 10
3,050 8 8	4	- -	47 11 8	- -	3,098 0 4	- -	- -	- -	- -	106 16 10	106 16 10
w 1,600 0 0	4½	- -	- - -	- -	1,600 0 0	- -	- -	- -	- -	54 3 11	54 3 11
2,500 0 0	4	- -	20 0 0	- -	2,520 0 0	- -	- -	- -	- -	339 0 2	339 0 2
y 3,920 0 0	4	- -	- - -	- -	3,920 0 0	- -	- -	- -	- -	388 3 11	388 3 11
z 6,775 0 0	5	- -	5,993 15 0	- -	12,768 15 0	- -	- -	- -	- -	60 13 2	60 13 2
a 25,318 10 9	5	239 0 0	1,228 4 0	- -	26,785 14 9	- -	- -	- -	- -	167 13 0	167 13 0
5,490 0 0	4	50 0 0	112 0 0	- -	5,652 0 0	- -	- -	- -	- -	316 1 6	316 1 6
b 24,825 0 0	5	11 5 0	13,314 12 6	- -	38,150 17 6	- -	- -	- -	- -	787 7 11	787 7 11
d 38,120 0 0	2½	- -	- - -	- -	38,120 0 0	481 13 4	- -	- -	- -	985 17 6	1,467 10 10
e 21,300 0 0	*ff* 4½	311 12 6	560 10 0	- -	22,172 2 6	72 10 0	- -	- -	- -	470 0 0	542 10 0
7,900 0 0	4	- -	158 0 0	- -	8,058 0 0	- -	- -	1 10 0	- -	104 5 1	105 15 1
24,200 0 0	4	- -	629 0 0	- -	24,829 0 0	- -	- -	- -	- -	337 5 4	337 5 4
61,381 6 11	- -	1,319 19 11	58,811 3 8	2 7 4	421,514 17 10	554 3 4	- -	1 10 0	9 0 0	10,777 10 6	11,342 3 10
5,755 0 0	5	- -	1,438 5 0	- -	7,193 5 0	- -	- -	- -	- -	218 13 11	218 13 11
h 1,400 0 0	4½	- -	86 15 0	- -	1,486 15 0	- -	- -	- -	6 0 0	201 18 2	207 18 2
1,800 0 0	2½	- -	- - -	- -	1,800 0 0	- -	- -	- -	- -	43 9 9	43 9 9
12,545 0 0	3	62 13 11	379 17 0	- -	12,987 10 11	- -	50 17 11	- -	112 6 3	840 11 6	1,003 15 8
13,690 17 8	2	- -	273 16 3	- -	13,964 13 11	- -	122 10 0	- -	- -	626 17 2	749 7 2
3,170 0 0	3	5 7 6	136 13 5	- -	3,312 0 11	- -	- -	- -	- -	375 10 2	375 10 2

For debts of 600*l.* *f* For debts of 590*l.* *g* Including 324*l.* 19*s.* 3*d.* loss by bankruptcy of late Treasurer. *h* For debts of 435*l.*
a For debts of 1,000*l.* *n* Including 925*l.* at 4 per cent. and 1,325*l.* at 4½ per cent. *o* For debts of 50*l.* *p* Including 1,850*l.* at 3½ per cent.
Including 1,650*l.* at 4 per cent. *u* For debts of 400*l.* *v* For debts of 864*l.* 13*s.* 2*d.* *w* Including 100*l.* at 4 per cent. *x* For debts of 430*l.*
For debts of 1,653*l.* *dd* Including 5,470*l.* at 1½ per cent. *ee* Including 4,850*l.* at 4 per cent. *ff* Reduced from 5 per cent. on a portion of the debt.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou Mo borrow the Se of the
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
COUNTY OF DORSET—*cont.*								
7. Cerne Abbas	105 13 3	- - -	272 0 0	- - -	- - -	- - -	- - -	-
8. Dorchester and Wool	161 10 8	- - -	422 5 2	- - -	- - -	0 3 0	- - -	-
9. Harnham, Blandford, and Dorchester	530 10 1	- - -	1,442 6 7	- - -	- - -	- -	29 16 8	-
10. Lyme Regis	373 3 7	- - -	1,009 13 6	- - -	- - -	- -	- - -	-
11. Ditto, Crewkerne Branch	- - -	1 10 11	66 0 0	47 5 0	- - -	- -	- - -	-
12. Maiden Newton	3 0 4	- - -	1,116 0 0	- - -	- - -	- -	4 0 0	-
13. Poole	276 15 7	- - -	1,699 1 9	- - -	- - -	0 12 0	12 3 0	-
14. Sherborne	25 10 5	- - -	1,274 0 0	- - -	- - -	0 12 6	21 16 6	-
15. Vale of Blackmoor	456 14 2	- - -	1,137 19 1	- - -	- - -	1 12 0	39 13 0	-
16. Wareham (Three Branches)	391 15 4	- - -	1,096 0 0	- - -	- - -	1 2 0	- - -	-
17. Weymouth, Melcombe Regis, and Dorchester	- - -	189 17 3	1,335 18 10	- - -	- - -	0 7 0	6 0 0	-
18. Wimborne and Piddletown	254 0 2	- - -	408 0 0	- - -	- - -	- -	- - -	-
£	4,320 7 5	238 18 4	14,912 5 1	486 19 2	- - -	4 8 6	115 19 2	-
COUNTY OF DURHAM.								
1. Bishopwearmouth and Norton	140 5 9	- - -	960 0 0	- - -	- - -	- -	- - -	-
2. Boroughbridge and Durham (part)	142 14 10	- - -	925 1 4	- - -	- - -	- -	3 0 0	-
3. Bowes and Sunderland Bridge	100 3 5	- - -	1,037 6 8	- - -	- - -	- -	0 17 11	-
4. Catterick Bridge to Durham	- - -	2 11 9	1,150 0 0	- - -	- - -	- -	- - -	-
5. Darlington, or Angel Inn and Barton Lane End	319 4 1	- - -	740 0 0	- - -	8 0 0	- -	- - -	-
6. Darlington and Cockerton Bridge (united)	12 12 1	- - -	686 14 2	- - -	- - -	- -	- - -	-
7. Derwent and Shotley Bridge	423 6 8	- - -	675 0 0	86 0 0	- - -	- -	- - -	-
8. Durham and Shotley Bridge *e*	266 13 0	- - -	680 6 4	- - -	- - -	- -	*f* 232 7 0	-
9. Durham and Tyne Bridge	258 19 0	- - -	2,850 0 0	- - -	- - -	- -	45 2 5	-
10. Edmondbyers	4 16 10	- - -	186 12 1	- - -	- - -	- -	- - -	-
11. Eggleston Roads	456 4 7	- - -	786 0 0	- - -	- - -	- -	32 2 0	-
12. Gateshead and Hexham	150 1 1	- - -	1,427 4 0	- - -	- - -	3 8 0	3 0 0	-
13. Lobley Hill	809 1 0	- - -	2,515 4 6	- - -	- - -	0 2 6	4 8 6	-
14. South Shields	124 10 3	- - -	456 6 8	- - -	- - -	- -	6 8 0	-
15. Stockton and Barnard Castle	246 5 5	- - -	655 16 8	- - -	- - -	- -	- - -	-
16. Sunderland and Durham	- - -	37 19 9	702 10 0	- - -	- - -	- -	- - -	-
17. Wearmouth Bridge to Tyne Bridge and Branch	287 19 6	- - -	1,864 6 8	- - -	- - -	- -	0 8 0	-
18. West Auckland	139 5 6	- - -	1,161 13 2	62 3 0	- - -	0 3 6	- - -	-
£	3,882 3 0	40 11 6	19,460 2 3	148 3 0	8 0 0	3 14 0	327 13 10	-
COUNTY OF ESSEX.								
1. Epping and Ongar	229 16 5	- - -	1,413 6 8	- - -	- - -	- -	116 3 10	-
2. Essex, First District *e*	782 8 5	- - -	2,028 4 11	- - -	- - -	- -	*i* 689 12 10	-
3. Essex, Second District *e*	- - -	11 3 1	132 14 1	- - -	- - -	- -	*m* 70 15 0	-
4. Hockerill	569 19 1	- - -	1,126 13 4	- - -	- - -	- -	43 10 0	-
5. Middlesex and Essex *e*	3,781 5 10	- - -	12,166 10 6	- - -	- - -	- -	*o* 2,422 1 6	-
£	5,363 9 9	11 3 1	16,867 9 6	- - -	- - -	- -	3,342 3 2	-
COUNTY OF GLOUCESTER.								
1. Berkeley, Dursley, Wotton-under-Edge, Frocester, and Cainscross	567 0 7	- - -	3,369 11 8	- - -	- - -	3 8 6	90 4 4	-
2. Bibury and Dancy's Fancy	56 18 2	- - -	115 0 0	- - -	- - -	- -	*q* 60 0 0	-
3. Bristol (Nine Districts)	4,684 11 3	- - -	14,802 8 5	- - -	- - -	- -	246 14 5	-
4. Campden and Clifford	72 4 1	- - -	375 15 10	- - -	- - -	0 8 0	- - -	-

a Contract work. *b* Including contract work. *c* For ¾ year. *d* Including materials, &c.
g Including 218*l.* 6*s.* 3*d.* paid to townships on the Trust ceasing. *h* For 1¼ year. *i* Including 591*l.* 9*s.* 6*d.* from sale of Trust prope
l Including 90*l.* for extra services. *m* Proceeds of sale of Trust property. *n* Including 21*l.* for extra services.
q From sale of toll-house.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7.	272 0 0	a 124 0 6	- - -	- - -	- - -	- - -	26 5 11	- - -	25 0 0	- - -
8.	422 8 2	33 0 0	42 17 2	29 13 8	- - -	- - -	28 14 9	- - -	15 10 0	30 0 0
9.	1,472 3 3	317 14 10	172 9 11	106 14 1	- - -	2 10 0	38 18 11	12 10 0	50 0 0	125 0 0
10.	1,009 13 6	b 243 7 10	74 18 0	91 5 1	- - -	- - -	63 11 2	13 2 0	c 65 17 6	45 0 0
11.	113 5 0	21 0 0	3 1 5	23 18 2	- - -	- - -	11 14 2	2 0 0	c 7 10 0	- - -
12.	1,120 0 0	179 9 7	70 17 2	132 16 2	- - -	4 7 6	27 10 8	25 0 0	55 0 0	50 0 0
13.	1,711 16 9	364 11 4	216 6 10	44 2 2	- - -	- - -	69 17 0	- - -	50 0 0	25 0 0
14.	1,296 9 0	360 3 5	227 11 4	114 18 5	- - -	36 2 5	70 8 2	- - -	40 0 0	100 0 0
15.	1,179 4 1	d 458 16 8	- - -	- - -	- - -	- - -	10 1 2	- - -	- - -	65 0 0
16.	1,097 2 0	214 4 6	79 10 11	- - -	- - -	- - -	17 1 1	- - -	30 0 0	50 0 0
17.	1,342 5 10	193 9 0	272 5 0	229 4 10	- - -	14 2 10	129 13 1	- - -	45 0 0	76 0 0
18.	408 0 0	a 139 0 0	- - -	- - -	- - -	- - -	36 11 10	- - -	25 0 0	- - -
	15,519 11 11	2,959 6 3	1,494 5 3	1,100 7 7	- - -	57 2 9	651 4 7	52 12 0	568 17 6	687 0 0
1.	960 0 0	378 10 1	149 9 2	189 16 0	- - -	- - -	25 4 2	10 0 0	20 0 0	80 0 0
2.	928 1 4	261 0 6	137 2 0	249 11 7	- - -	- - -	88 8 6	- - -	30 0 0	43 0 0
3.	1,038 4 7	461 2 10	274 6 11	159 3 4	- - -	- - -	122 10 5	- - -	30 0 0	66 0 0
4.	1,150 0 0	292 3 9	109 15 11	430 1 10	- - -	- - -	26 11 1	- - -	30 0 0	120 0 0
5.	748 0 0	71 11 9	7 6 0	60 1 6	- - -	- - -	8 16 10	- - -	20 0 0	20 0 0
6.	686 14 2	293 0 1	87 2 11	157 9 5	- - -	- - -	15 1 2	- - -	55 0 0	60 0 0
7.	761 0 0	209 15 2	151 17 11	22 11 6	4 0 0	- - -	2 6 9	- - -	10 0 0	25 0 0
8.	912 13 4	g 507 9 9	128 14 11	335 0 2	- - -	- - -	8 1 6	45 2 10	20 0 0	50 0 0
9.	2,895 2 5	847 8 6	393 15 7	460 19 5	395 10 0	- - -	68 12 0	- - -	30 0 0	120 0 0
10.	186 12 1	78 9 11	38 3 8	19 15 6	- - -	- - -	6 10 6	- - -	5 0 0	15 0 0
11.	818 2 0	147 11 1	129 1 4	231 12 3	- - -	- - -	25 17 9	- - -	26 5 0	15 0 0
12.	1,433 12 0	628 1 11	176 10 1	226 19 2	- - -	- - -	10 9 5	- - -	35 0 0	60 0 0
13.	2,519 15 6	1,047 6 2	427 15 11	885 10 10	- - -	23 9 0	59 13 5	40 0 0	8 0 0	120 0 0
14.	462 14 8	88 6 3	48 2 9	29 11 9	- - -	- - -	3 17 0	5 0 0	12 10 0	11 16 8
15.	655 16 8	130 14 3	105 0 1	231 7 11	- - -	- - -	24 11 7	- - -	20 0 0	47 0 0
16.	702 10 0	304 7 7	85 18 3	116 12 10	- - -	- - -	48 12 3	20 0 0	20 0 0	50 0 0
17.	1,864 14 8	448 11 1	315 13 1	167 3 7	- - -	- - -	50 9 3	30 0 0	20 0 0	80 0 0
18.	1,223 19 8	388 15 3	286 0 4	686 11 8	- - -	12 10 4	76 12 5	10 0 0	25 0 0	h 87 10 0
	19,947 13 1	6,584 5 11	3,051 16 10	4,660 0 3	399 10 0	35 19 4	672 6 0	160 2 10	416 15 0	1,070 6 8
1.	1,529 10 6	461 9 0	265 1 9	693 8 3	- - -	- - -	107 8 3	40 0 0	40 0 0	100 0 0
2.	2,717 17 9	j 963 16 8	611 13 6	622 11 6	- - -	- - -	193 16 2	- - -	k 300 0 0	l 329 10 0
3.	203 9 1	21 11 1	19 1 3	42 4 10	- - -	- - -	28 12 4	- - -	n 41 0 0	- - -
4.	1,170 3 4	292 4 0	207 0 9	259 18 10	- - -	17 9 9	74 9 1	10 0 0	30 0 0	75 0 0
5.	14,588 12 0	p 3,933 4 5	2,454 1 7	1,628 15 2	- - -	- - -	454 10 8	- - -	387 10 0	625 0 0
	20,209 12 8	5,672 5 2	3,556 18 10	3,246 18 7	- - -	17 9 9	858 16 6	50 0 0	798 10 0	1,129 10 0
1.	3,463 4 6	984 1 9	611 12 5	1,012 9 9	- - -	1 10 0	85 13 5	- - -	66 15 0	175 0 0
2.	175 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
3.	15,049 2 10	3,271 4 6	2,932 17 1	4,334 9 5	50 0 0	181 4 4	450 4 9	- - -	r 330 0 0	837 3 6
4.	376 3 10	122 1 2	56 2 6	57 13 10	- - -	9 6 0	26 12 3	- - -	15 0 0	- - -

(Continued on page 24.)

e Local Act expired 1st November 1866.
f Including proceeds of sale of Trust property.
j Including 311*l.* 17*s.* 5*d.* distributed amongst the parishes.
k Including 50*l.* arrears and 150*l.* for extra services.
o Including 1,107*l.* 6*s.* 8*d.* from sale of Trust property.
p Including 363*l.* divided among the parishes.
r Including office clerk, 180*l.*

(Continued from page 23.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF DORSET—*cont.*							
7. Cerne Abbas	2 12 6	61 14 6	- - -	- - -	2 15 0	- - -	242 8 6
8. Dorchester and Wool	0 7 0	54 3 8	- - -	- - -	2 5 0	- - -	236 11 3
9. Harnham, Blandford, and Dorchester	834 12 10	323 6 6	- - -	- - -	35 6 10	- - -	2,019 3 11
10. Lyme Regis	- - -	211 14 6	- - -	*b* 216 0 0	42 14 7	- - -	1,067 10 8
11. Ditto, Crewkerne Branch	- - -	20 13 0	- - -	- - -	2 7 10	- - -	92 4 7
12. Maiden Newton	4 15 8	56 8 2	31 7 3	298 13 7	68 7 9	- - -	1,004 13 6
13. Poole	19 6 8	352 0 8	32 4 10	200 0 0	70 16 9	- - -	1,444 6 3
14. Sherborne	- - -	110 2 8	- - -	*d* 190 0 0	22 13 2	- - -	1,271 19 7
15. Vale of Blackmoor	- - -	139 10 4	- - -	*e* 252 8 6	24 9 1	- - -	950 5 9
16. Wareham (Three Branches)	- - -	168 19 11	- - -	*f* 445 10 0	21 11 0	- - -	1,026 17 5
17. Weymouth, Melcombe Regis, and Dorchester	- - -	113 1 8	157 10 0	- - -	21 14 4	- - -	1,252 0 9
18. Wimborne and Piddletown	15 2 5	0 19 6	- - -	- - -	8 10 2	- - -	225 3 11
£	889 11 5	2,487 13 10	225 0 10	2,731 7 7	391 3 9	- - -	14,295 13 4
COUNTY OF DURHAM.							
1. Bishopwearmouth and Norton	4 11 0	120 14 0	- - -	- - -	13 19 3	- - -	992 3 8
2. Boroughbridge and Durham (part)	- - -	32 0 0	- - -	150 0 0	16 7 8	- - -	1,007 10 3
3. Bowes and Sunderland Bridge	5 14 0	4 18 4	- - -	- - -	26 1 7	- - -	1,149 17 5
4. Catterick Bridge to Durham	10 15 9	200 9 3	- - -	- - -	13 14 8	- - -	1,233 12 3
5. Darlington, or Angel Inn and Barton Lane End	- - -	163 16 3	- - -	380 0 0	21 10 8	8 0 0	761 3 0
6. Darlington and Cockerton Bridge (united)	- - -	12 10 0	- - -	- - -	20 4 11	- - -	700 8 6
7. Derwent and Shotley Bridge	227 4 6	295 16 5	10 2 7	- - -	9 17 6	- - -	968 12 4
8. Durham and Shotley Bridge	18 18 8	- - -	- - -	- - -	*i* 65 18 6	- - -	1,179 6 4
9. Durham and Tyne Bridge	20 0 0	136 13 10	18 18 7	500 0 0	39 15 2	- - -	3,031 13 1
10. Edmondbyers	- - -	- - -	- - -	- - -	8 2 11	- - -	171 2 6
11. Eggleston Roads	- - -	30 0 0	52 0 0	159 10 0	10 3 9	- - -	827 1 2
12. Gateshead and Hexham	- - -	- - -	34 7 4	- - -	43 15 1	- - -	1,215 3 0
13. Lobley Hill	30 15 0	403 3 1	- - -	- - -	39 1 2	- - -	3,084 14 7
14. South Shields	- - -	39 18 0	- - -	*d* 140 0 0	- - -	- - -	379 2 5
15. Stockton and Barnard Castle	- - -	35 15 6	- - -	*d* 196 10 0	23 10 6	- - -	814 9 10
16. Sunderland and Durham	10 9 6	12 10 0	- - -	- - -	18 18 11	- - -	687 9 4
17. Wearmouth Bridge to Tyne Bridge and Branch	2 8 6	48 13 6	- - -	254 0 0	20 12 8	- - -	1,437 11 6
18. West Auckland	- - -	- - -	- - -	- - -	- - -	- - -	1,573 0 0
£	330 16 11	1,536 18 2	115 8 6	1,780 0 0	391 14 11	8 0 0	21,214 1 4
COUNTY OF ESSEX.							
1. Epping and Ongar	- - -	25 0 0	- - -	- - -	0 8 2	- - -	1,732 15 5
2. Essex, First District	10 10 0	- - -	- - -	- - -	*j* 468 8 4	- - -	3,500 6 2
3. Essex, Second District	24 11 9	- - -	- - -	- - -	15 4 9	- - -	192 6 0
4. Hockerill	14 6 2	4 18 4	40 0 0	- - -	47 13 2	- - -	1,073 0 0
5. Middlesex and Essex	312 1 3	- - -	4,032 6 0	- - -	*l* 4,542 8 9	- - -	18,369 17 10
£	361 9 2	29 18 4	4,072 6 0	- - -	5,074 3 2	- - -	24,868 5 6
COUNTY OF GLOUCESTER.							
1. Berkeley, Dursley, Wotton-under-Edge, Frocester, and Cainscross	2 3 10	105 2 8	- - -	470 0 0	58 17 10	- - -	3,573 6 8
2. Bibury and Dancy's Fancy	- - -	- - -	- - -	*m* 179 3 5	1 6 6	- - -	195 9 11
3. Bristol (Nine Districts)	131 17 1	209 14 8	241 16 3	900 0 0	282 8 4	- - -	14,152 19 11
4. Campden and Clifford	- - -	34 8 4	- - -	- - -	8 12 2	- - -	329 16 3

a Reduced by new Local Act. *b* For debts of 350*l.* *c* Including 165*l.* 17*s.* 10*d.* at 4½ per cent.
g Including 6,276*l.* 10*s.* at one penny per cent. *h* Extinguished by new Local Act. *i* Including 35*l.* gratuities to old servants.
l Including 2,100*l.* remuneration for extra services and 260*l.* 16*s.* gratuities to labourers.

	DEBTS.						ARREARS OF INCOME.					
	27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7.	4,264 3 4	1½	1 13 2	35 12 0	- -	4,301 8 6	- -	- -	- -	- -	135 4 10	135 4 10
8.	1,350 0 0	4	- -	- -	- -	1,350 0 0	- -	- -	- -	- -	347 7 7	347 7 7
9.	8,570 0 0	a 2	121 6 8	- -	16 10 7	8,707 17 3	—	—	—	—	—	—
0.	5,900 0 0	3¼ & 3½	15 2 6	108 0 6	- -	6,023 3 0	16 7 11	- -	- -	- -	315 6 5	331 14 4
1.	700 0 0	3	2 10 0	- -	- -	702 10 0	- -	- -	- -	- -	19 9 6	19 9 6
2.	c 865 17 10	5	- -	- -	- -	865 17 10	- -	- -	- -	- -	118 6 10	118 6 10
3.	8,900 0 0	4	340 4 11	152 8 4	- -	9,392 13 3	- -	- -	- -	- -	544 6 1	544 6 1
4.	2,600 0 0	4	- -	- -	- -	2,600 0 0	- -	- -	- -	14 8 8	49 19 10	64 8 6
5.	4,500 0 0	4	50 19 0	196 0 0	- -	4,746 19 0	- -	- -	- -	- -	685 12 6	685 12 6
6.	4,000 0 0	4	66 15 0	- -	- -	4,066 15 0	- -	- -	- -	- -	461 19 11	461 19 11
7.	2,300 0 0	5	- -	- -	99 12 2	2,399 12 2	—	—	—	—	—	—
8.	23,865 0 0	5	55 16 9	25,258 19 10	- -	49,179 16 7	- -	- -	- -	- -	436 16 3	436 16 3
	106,175 18 10	- -	722 9 5	28,066 7 4	116 2 9	135,080 18 4	16 7 11	173 7 11	- -	132 14 11	5,421 10 5	5,744 1 2
1.	2,414 0 0	5	80 0 0	- -	- -	2,494 0 0	- -	- -	- -	- -	108 2 1	108 2 1
2.	580 0 0	5	- -	- -	- -	580 0 0	27 1 8	- -	- -	- -	63 5 11	90 7 7
3.	100 0 0	5	- -	- -	11 9 5	111 9 5	116 5 0	- -	- -	- -	- - -	116 5 0
4.	6,870 0 0	3	- -	2 4 3	86 4 0	6,958 8 3	—	—	—	—	—	—
5.	g 11,628 2 0	3	- -	- -	- -	11,628 2 0	- -	- -	- -	129 16 6	306 1 1	435 17 7
6.	250 0 0	5	- -	- -	1 2 3	251 2 3	47 10 0	- -	- -	- -	- - -	47 10 0
7.	a 7,521 0 0	a 2¾	15 0 0	h - -	- -	7,536 0 0	- -	- -	- -	- -	215 14 4	215 14 4
8.	—	—	—	—	—	—	—	—	—	—	—	—
9.	3,100 0 0	5	- -	52 10 0	- -	3,152 10 0	- -	- -	190 0 0	- -	122 8 4	312 8 4
0.	295 0 0	None	- -	- -	- -	295 0 0	- -	- -	- -	- -	20 6 5	20 6 5
1.	600 0 0	5	- -	- -	- -	600 0 0	- -	- -	- -	- -	447 5 5	447 5 5
2.	—	—	—	—	- -	- - -	34 8 0	- -	- -	21 5 1	368 10 1	424 3 2
3.	8,555 0 0	5	- -	12,051 9 5	- -	20,606 9 5	- -	- -	- -	- -	244 1 11	244 1 11
4.	1,140 0 0	3½	- -	- -	- -	1,140 0 0	- -	- -	- -	- -	208 2 6	208 2 6
5.	1,205 0 0	3	- -	- -	- -	1,205 0 0	9 3 4	- -	- -	- -	87 12 3	96 15 7
6.	250 0 0	5	120 0 0	- -	22 19 1	392 19 1	—	—	—	—	—	—
7.	803 0 0	5	150 0 0	- -	- -	953 0 0	25 0 0	- -	- -	5 0 0	715 2 6	745 2 6
8.	- - -	- -	- -	- -	209 14 10	209 14 10	109 5 0	- -	- -	96 12 6	- - -	205 17 6
	45,311 2 0	- -	365 0 0	12,106 3 8	331 9 7	58,113 15 3	368 13 0	- -	190 0 0	252 14 1	2,906 12 10	3,717 19 11
	500 0 0	5	- -	- -	- -	500 0 0	- -	- -	- -	- -	26 11 6	26 11 6
	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
	k 250 0 0	5	140 0 0	- -	- -	390 0 0	- -	- -	- -	- -	667 2 4	667 2 4
	—	—	—	—	—	—	—	—	—	—	—	—
	750 0 0	- -	140 0 0	- -	- -	890 0 0	- -	- -	- -	- -	693 13 10	693 13 10
	2,490 0 0	4	- -	20 19 6	- -	2,510 19 6	- -	- -	- -	- -	456 18 5	456 18 5
	- - -	- -	- -	- -	- -	- - -	- -	- -	- -	- -	36 8 3	36 8 3
	n 4,600 0 0	4	762 2 9	- -	- -	5,362 2 9	- -	- -	- -	- -	5,580 14 2	5,580 14 2
	700 0 0	5	- -	- -	- -	700 0 0	- -	- -	- -	- -	118 11 8	118 11 8

d For debts of 200*l.* e For debts of 300*l.* f For debts of 450*l.*
j Including 255*l.* 11*s.* 2*d.* loss through insolvency of a trustee and 135*l.* gratuities to toll collectors. k Including 150*l.* unclaimed.
m For debts of 280*l.* n Including 1,800*l.* at 4½ per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll
COUNTY OF GLOUCESTER —*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d
5. Cheltenham	786 15 6	- - -	1,365 11 6	- - -	- - -	- -	4 12 6	- -
6. Cheltenham and Gloucester	244 18 6	- - -	374 13 4	- - -	- - -	- -	- - -	- -
7. Cheltenham and Painswick	16 11 9	- - -	305 3 4	- - -	- - -	- -	- - -	- -
8. Cheltenham and Tewkesbury	60 13 0	- - -	841 13 4	- - -	- - -	- -	18 8 0	- -
9. Chipping Campden	128 4 9	- - -	270 17 11	153 17 0	- - -	- -	- - -	- -
10. Cirencester	201 7 10	- - -	2,905 0 0	- - -	- - -	0 7 10	10 0 0	- -
11. Cirencester and Bath	278 14 2	- - -	1,274 0 0	- - -	- - -	0 16 0	- - -	- -
12. Cleeve and Evesham	429 11 8	- - -	421 10 1	- - -	- - -	- -	- - -	- -
13. Coldharbour District	73 1 7	- - -	418 4 11	- - -	- - -	0 12 0	0 10 0	- -
14. Crickley Hill and Campsfield, Gloucestershire District	102 16 5	- - -	287 15 0	167 15 9	- - -	0 6 0	5 6 9	- -
15. Evesham and Cheltenham	- - -	35 1 6	315 7 0	- - -	- - -	- -	- - -	- -
16. Forest of Dean	360 12 1	- - -	2,450 0 0	- - -	- - -	- -	- - -	- -
17. Haw Bridge	86 6 11	- - -	146 5 0	- - -	- - -	- -	- - -	- -
18. Huntley Roads *c*	63 14 7	- - -	893 0 1	- - -	- - -	- -	- - -	- -
19. Kingswood	123 19 11	- - -	213 16 8	- - -	- - -	- -	- - -	- -
20. Lightpill and Birdlip	182 8 10	- - -	442 3 4	- - -	- - -	- -	- - -	- -
21. Maisemore	344 9 4	- - -	660 0 0	- - -	- - -	- -	4 14 5	- -
22. Minchinhampton, Tetbury, and Bisley	94 4 7	- - -	328 0 0	33 10 0	- - -	- -	- - -	- -
23. Nailsworth, Woodchester, and Dudbridge	197 6 2	- - -	833 0 0	71 1 1	- - -	- -	4 16 8	- -
24. Ditto, Nailsworth and Avening Branch	- - -	- - -	135 0 0	15 0 0	- - -	- -	- - -	- -
25. Newent *f*	306 9 0	59 1 8	699 15 0	- - -	- - -	- -	- - -	- -
26. Northgate	148 9 8	- - -	562 10 0	- - -	- - -	- -	3 6 0	- -
27. Over	466 9 6	- - -	1,391 15 0	- - -	- - -	6 5 0	- - -	- -
28. Pucklechurch	190 7 8	- - -	365 0 0	- - -	- - -	- -	9 9 0	- -
29. Sodbury Division	88 18 4	- - -	1,568 18 8	- - -	- - -	0 15 0	20 2 0	- -
30. Southgate	256 5 0	- - -	633 0 0	20 0 0	- - -	- -	- - -	- -
31. Stow and Moreton (united)	1,184 5 1	- - -	2,183 2 9	- - -	- - -	1 5 0	24 3 0	- -
32. Stroud and Bisley	59 1 2	- - -	100 0 0	- - -	- - -	- -	- - -	- -
33. Stroud, Cainscross, and Minchinhampton, Lower Division	191 11 2	- - -	200 0 0	- - -	- - -	- -	- - -	- -
34. Ditto, Upper Division	73 16 0	- - -	99 10 7	4 0 0	- - -	- -	- - -	- -
35. Stroud and Chalford	50 10 0	- - -	572 8 4	312 13 10	- - -	- -	- - -	- -
36. Stroud and Gloucester	24 19 6	- - -	327 12 0	- - -	- - -	- -	- - -	- -
37. Stroud, Painswick, and Gloucester	- - -	54 14 3	638 13 4	- - -	- - -	- -	2 14 9	- -
38. Tewkesbury	205 9 5	- - -	1,687 16 6	- - -	- - -	- -	8 8 0	- -
39. Tewkesbury, Severn Bridge and Roads	59 17 9	- - -	598 17 6	- - -	- - -	- -	- - -	- -
40. Winchcomb	- - -	78 8 8	1,067 3 4	400 12 11	- - -	- -	- - -	- -
£	12,463 0 11	227 6 1	46,240 0 5	1,178 10 7	- - -	14 3 4	513 9 10	- -
COUNTY OF HANTS.								
1. Aldermaston and Basingstoke	231 16 0	- - -	353 11 8	- - -	- - -	- -	- - -	- -
2. Andover and Basingstoke	439 16 3	- - -	786 6 8	- - -	- - -	- -	11 10 0	- -
3. Andover and East Ilsley	40 6 9	- - -	667 5 5	- - -	- - -	- -	4 10 0	- -
4. Andover Station	47 19 5	- - -	41 7 10	- - -	- - -	- -	- - -	- -
5. Andover and Winchester, Andover District	48 13 5	- - -	125 18 10	- - -	- - -	- -	2 0 0	- -
6. Basingstoke, Odiham, and Alton	345 6 1	- - -	735 2 0	- - -	- - -	- -	11 13 4	- -
7. Bishop's Waltham and Fisher's Pond	112 12 1	- - -	115 18 4	- - -	- - -	- -	- - -	- -
8. Botley	79 3 0	- - -	136 0 0	84 14 10	- - -	- -	- - -	- -
9. Christchurch and Lyndhurst	456 5 2	- - -	66 1 11	- - -	- - -	- -	- - -	- -
10. Cranborne Chase and New Forest	208 13 11	- - -	282 0 0	- - -	- - -	- -	- - -	- -
11. Farnham and Petersfield	228 1 3	- - -	340 0 0	- - -	- - -	- -	- - -	- -
12. Gosport, Bishop's Waltham, Wickham, and Chawton	78 17 10	- - -	1,067 10 0	- - -	- - -	0 19 6	9 2 6	- -
13. Isle of Wight Highways *h*	- - -	211 0 6	2,518 0 0	4,565 16 2	- - -	- -	32 18 6	- -
14. London and Southampton	146 11 1	- - -	41 2 11	- - -	- - -	- -	- - -	- -
15. Odiham and Farnham	179 1 6	- - -	182 10 0	- - -	- - -	- -	- - -	- -
16. Popham Lane to Winchester	280 12 3	- - -	492 18 4	- - -	- - -	- -	1 12 0	- -

a Including materials, &c. *b* Including contract work. *c* Including the Elton Trust and the Huntley and Mitcheldean Trust.
g Including cost of renovating milestones, &c.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,370 4 0	169 7 3	215 15 0	151 17 6	- - -	- - -	6 18 0	- - -	30 0 0	40 0 0
374 13 4	- - -	- - -	- - -	- - -	- - -	9 15 0	- - -	21 0 0	- - -
305 3 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
860 1 4	300 18 11	165 15 8	470 4 10	- - -	- - -	12 15 10	- - -	40 0 0	40 0 0
424 14 11	113 17 6	66 12 7	100 4 2	- - -	- - -	11 6 3	- - -	17 10 0	20 0 0
2,915 7 10	*a* 1,331 6 8	- - -	- - -	- - -	- - -	78 16 10	- - -	50 0 0	150 0 0
1,274 16 0	*b* 873 9 3	- - -	- - -	- - -	- - -	11 13 0	- - -	30 0 0	80 0 0
421 10 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	- - -
419 6 11	116 13 0	92 9 0	18 16 7	- - -	- - -	15 17 0	- - -	20 0 0	50 0 0
461 3 6	306 14 10	78 0 8	- - -	- - -	22 17 0	7 18 0	10 10 0	10 10 0	50 0 0
315 7 0	75 14 1	53 1 11	48 16 1	- - -	8 15 0	7 4 9	- - -	6 6 0	34 13 2
2,450 0 0	420 5 3	300 0 0	359 14 9	- - -	- - -	146 4 3	10 0 0	40 0 0	150 0 0
146 5 0	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	15 15 0	- - -
893 0 1	213 12 1	224 14 2	142 0 0	- - -	3 10 6	20 5 2	- - -	40 0 0	40 0 0
213 16 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
442 3 4	*d* 139 18 4	- - -	- - -	- - -	- - -	10 7 4	- - -	20 0 0	- - -
664 14 5	197 2 7	88 12 6	217 16 0	- - -	- - -	17 16 11	- - -	20 0 0	*e* 26 5 0
361 10 0	*d* 162 0 0	- - -	- - -	- - -	- - -	15 18 10	- - -	- - -	20 0 0
908 17 9	*b* 772 11 1	- - -	- - -	- - -	- - -	37 5 9	- - -	20 0 0	25 0 0
150 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
699 15 0	150 2 8	181 15 11	168 18 9	- - -	2 16 0	37 2 6	- - -	30 0 0	40 0 0
565 16 0	201 6 0	88 16 5	155 12 8	- - -	- - -	25 18 1	- - -	20 0 0	20 0 0
1,398 0 0	348 11 9	118 9 8	474 13 10	- - -	- - -	9 2 10	- - -	40 0 0	*e* 93 15 0
374 9 0	107 2 10	48 7 0	15 18 0	- - -	10 5 8	7 0 0	- - -	10 0 0	30 0 0
1,589 15 8	597 3 6	393 0 3	138 13 3	- - -	6 15 0	80 3 2	- - -	30 0 0	180 0 0
653 0 0	142 5 11	59 11 4	365 3 0	- - -	- - -	8 5 0	- - -	20 0 0	40 0 0
2,208 10 9	849 13 0	320 1 6	481 10 3	- - -	43 14 2	103 18 11	5 0 0	24 3 0	170 0 0
100 0 0	- - -	- - -	- - -	- - -	- - -	0 12 0	- - -	10 0 0	- - -
200 0 0	*a* 45 0 0	- - -	- - -	- - -	- - -	- - -	- - -	6 13 4	- - -
103 10 7	16 16 0	- - -	- - -	- - -	- - -	3 6 8	- - -	3 6 8	2 12 0
885 2 2	*a* 396 15 11	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	18 0 0
327 12 0	- - -	- - -	- - -	- - -	- - -	5 19 9	- - -	10 0 0	- - -
641 8 1	*a* 200 1 0	- - -	- - -	- - -	- - -	2 6 0	- - -	10 0 0	- - -
1,696 4 6	732 1 8	281 2 6	384 9 2	- - -	55 5 0	110 16 1	- - -	50 0 0	150 0 0
598 17 6	- - -	- - -	- - -	- - -	- - -	8 13 3	- - -	10 0 0	10 0 0
1,467 16 3	168 5 7	190 0 3	135 0 11	- - -	31 15 8	8 5 0	- - -	12 10 0	70 0 0
47,946 4 2	13,526 4 1	6,566 18 4	9,234 2 9	50 0 0	377 14 4	1,394 2 7	25 10 0	1,134 19 0	2,562 8 8
353 11 8	*d* 151 5 0	- - -	- - -	- - -	- - -	19 11 3	10 0 0	10 0 0	8 8 0
797 16 8	*d* 212 10 0	- - -	- - -	- - -	- - -	*g* 301 0 10	- - -	40 0 0	90 0 0
671 15 5	*a* 150 12 0	- - -	- - -	- - -	- - -	6 6 0	- - -	45 0 0	25 0 0
41 7 10	10 15 8	2 17 6	1 4 4	- - -	- - -	9 5 2	- - -	5 0 0	10 0 0
127 18 10	*d* 87 3 2	- - -	- - -	- - -	- - -	2 6 2	- - -	10 10 0	15 0 0
746 15 4	182 3 2	130 19 7	113 1 5	- - -	- - -	77 16 4	20 0 0	40 0 0	100 0 0
115 18 4	- - -	- - -	- - -	- - -	- - -	1 0 6	- - -	20 0 0	10 0 0
220 14 10	25 5 0	37 4 4	7 13 4	- - -	- - -	18 13 2	- - -	15 0 0	10 0 0
66 1 11	*a* 20 8 6	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0
282 0 0	*d* 120 0 0	- - -	- - -	- - -	- - -	7 18 0	- - -	20 0 0	- - -
340 0 0	98 10 7	3 9 0	178 1 4	- - -	- - -	11 17 4	- - -	20 0 0	- - -
1,077 12 0	178 10 0	97 13 6	115 13 9	- - -	- - -	39 2 2	- - -	35 0 0	80 0 0
7,116 14 8	*b* 1,656 3 4	- - -	3,399 2 10	- - -	- - -	293 15 2	- - -	120 0 0	288 9 3
41 2 11	- - -	- - -	- - -	- - -	- - -	2 8 0	- - -	15 0 0	5 0 0
182 10 0	*a* 106 5 0	- - -	- - -	- - -	- - -	28 2 3	- - -	10 0 0	5 0 0
494 10 4	61 12 7	38 5 6	27 5 5	- - -	- - -	19 0 6	- - -	30 0 0	30 0 0

d Contract work. *e* For three quarters of a year. *f* Including Aston Ingham Branch.
h For the year ending October 1866. *i* Highway rates.

(Continued on page 28.)

(Continued from page 27.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF GLOUCESTER *—continued.*							
5. Cheltenham	25 0 11	225 13 7	- - -	*a* 681 2 8	8 0 0	- - -	1,553 14
6. Cheltenham and Gloucester	- - -	140 3 4	- - -	*b* 207 0 0	17 10 9	- - -	395 9
7. Cheltenham and Painswick	- - -	64 15 8	- - -	*c* 249 0 0	9 1 9	- - -	332 17
8. Cheltenham and Tewkesbury	- - -	- - -	- - -	- - -	34 4 8	- - -	1,063 19
9. Chipping Campden	*d* 139 9 10	15 1 4	- - -	*e* 67 10 0	0 10 0	- - -	552 1
10. Cirencester	- - -	511 2 6	18 14 7	*f* 769 0 0	41 11 7	- - -	2,950 12
11. Cirencester and Bath	20 11 9	90 9 4	- - -	*g* 95 0 0	97 6 4	- - -	1,298 9
12. Cleeve and Evesham	16 4 0	30 3 10	- - -	*h* 294 2 10	8 13 6	- - -	359 14
13. Coldharbour District	- - -	28 3 10	- - -	*i* 50 0 0	6 11 11	- - -	398 11
14. Crickley Hill and Campsfield, Gloucestershire District	2 12 8	- - -	- - -	- - -	11 14 6	- - -	500 17
15. Evesham and Cheltenham	- - -	126 2 0	- - -	- - -	1 5 0	- - -	361 18
16. Forest of Dean	- - -	347 5 0	- - -	*j* 629 0 0	66 19 0	- - -	2,469 8
17. Haw Bridge	- - -	98 9 3	- - -	- - -	6 8 3	- - -	130 12
18. Huntley Roads	100 0 0	81 9 8	- - -	- - -	9 13 4	- - -	875 4
19. Kingswood	3 6 10	52 10 10	- - -	*n* 120 0 0	12 0 9	- - -	197 18
20. Lightpill and Birdlip	- - -	55 6 8	- - -	*o* 167 0 10	6 10 0	- - -	399 3
21. Maisemore	- - -	- - -	290 1 0	- - -	4 10 7	- - -	862 4
22. Minchinhampton, Tetbury, and Bisley	19 19 0	47 5 9	- - -	*g* 70 0 0	5 14 0	- - -	340 17
23. Nailsworth, Woodchester, and Dudbridge	- - -	152 1 8	- - -	- - -	12 13 7	- - -	1,019 12
24. Ditto, Nailsworth and Avening Branch	- - -	22 8 8	- - -	*p* 127 11 4	- - -	- - -	150 0
25. Newent	34 8 5	165 0 6	- - -	- - -	16 1 3	- - -	826 6
26. Northgate	- - -	- - -	- - -	- - -	17 6 1	- - -	528 19
27. Over	- - -	- - -	- - -	- - -	35 3 11	- - -	1,119 17
28. Pucklechurch	- - -	- - -	- - -	160 0 0	4 4 3	- - -	392 17
29. Sodbury Division	63 17 2	7 0 0	- - -	- - -	56 1 6	- - -	1,552 13
30. Southgate	9 7 4	67 18 10	- - -	200 0 0	4 9 0	- - -	917 0
31. Stow and Moreton (united)	- - -	- - -	564 9 0	- - -	89 4 9	- - -	2,651 14
32. Stroud and Bisley	- - -	- - -	- - -	*s* 114 0 0	4 4 0	- - -	128 16
33. Stroud, Cainscross, and Minchinhampton, Lower Division	- - -	24 7 9	- - -	*t* 160 14 1	2 14 4	- - -	239 9
34. Ditto, Upper Division	- - -	- - -	- - -	73 0 0	1 9 11	- - -	100 11
35. Stroud and Chalford	- - -	111 12 3	- - -	449 11 6	22 3 3	- - -	1,008 2
36. Stroud and Gloucester	5 5 0	75 5 1	- - -	*u* 158 8 0	- - -	- - -	254 17
37. Stroud, Painswick, and Gloucester	- - -	155 17 6	- - -	*v* 245 10 0	9 5 0	- - -	622 19
38. Tewkesbury	18 0 0	- - -	- - -	- - -	59 6 1	- - -	1,841 0
39. Tewkesbury, Severn Bridge and Roads	- - -	485 5 3	- - -	100 0 0	12 13 0	- - -	626 11
40. Winchcomb	- - -	135 4 2	- - -	- - -	0 4 0	- - -	751 5
£	592 3 10	3,665 9 11	1,115 0 10	6,736 14 8	1,046 14 8	- - -	48,028 3
COUNTY OF HANTS.							
1. Aldermaston and Basingstoke	6 2 0	37 2 7	- - -	*w* 150 0 0	21 18 4	- - -	414 7
2. Andover and Basingstoke	8 8 4	11 16 0	92 12 4	- - -	50 8 11	- - -	806 16
3. Andover and East Ilsley	6 7 9	217 4 0	- - -	*x* 239 5 0	32 2 2	- - -	721 16
4. Andover Station	- - -	- - -	- - -	- - -	4 0 2	- - -	43 2
5. Andover and Winchester, Andover District	- - -	22 12 0	- - -	- - -	16 12 2	- - -	154 3
6. Basingstoke, Odiham, and Alton	12 7 8	19 1 2	- - -	150 0 0	11 4 7	- - -	856 13
7. Bishop's Waltham and Fisher's Pond	15 0 0	- - -	- - -	- - -	1 15 2	- - -	47 15
8. Botley	4 8 3	15 7 6	- - -	*z* 39 15 0	9 16 0	- - -	183 2
9. Christchurch and Lyndhurst	- - -	- - -	- - -	- - -	- - -	- - -	35 8
10. Cranborne Chase and New Forest	8 8 8	- - -	- - -	- - -	7 6 0	- - -	163 12
11. Farnham and Petersfield	- - -	- - -	- - -	- - -	18 7 6	- - -	330 5
12. Gosport, Bishop's Waltham, Wickham, and Chawton	23 16 8	242 8 11	- - -	*w* 154 10 0	11 1 6	- - -	977 16
13. Isle of Wight Highways	21 7 2	- - -	2,279 15 0	- - -	347 9 5	- - -	8,406 2
14. London and Southampton	- - -	49 8 11	- - -	- - -	4 6 10	- - -	76 3
15. Odiham and Farnham	12 15 9	33 4 6	- - -	- - -	13 9 0	- - -	208 16
16. Popham Lane to Winchester	- - -	77 1 9	- - -	*aa* 246 15 0	33 5 0	- - -	563 5

a For debts of 745*l.* 3*s.* 10*d.* *b* For debts of 960*l.* *c* For debts of 379*l.* *d* Including 100*l.* arrears.
i For debts of 51*l.* *j* For debts of 645*l.* *k* Including 5,500*l.* at 4 per cent. and 10,645*l.* not bearing interest.
o For debts of 265*l.* 3*s.* *p* For debts of 303*l.* 14*s.* 7*d.* *q* Including 852*l.* 10*s.* at 4½ per cent.
u For debts of 340*l.* 10*s.* *v* For debts of 370*l.* 11*s.* *w* For debts of 200*l.* *x* For debts of 300*l.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,570 2 3	3½	200 0 0	94 16 2	- - -	4,864 18 5	- - -	- - -	- - -	- - -	603 4 7	603 4 7
13,870 17 6	1	- - -	17 2 2	- - -	13,887 19 8	- - -	- - -	- - -	- - -	224 2 9	224 2 9
2,602 2 1	2½	40 0 0	5 18 4	11 2 4	2,659 2 9	—	—	—	—	—	—
- - -	- -	- - -	- - -	143 5 7	143 5 7	—	—	—	—	—	—
257 10 0	3	190 0 6	- - -	- - -	447 10 6	- - -	- - -	- - -	- - -	0 18 0	0 18 0
12,472 0 0	4	- - -	- - -	- - -	12,472 0 0	- - -	- - -	- - -	- - -	166 3 6	166 3 6
2,300 0 0	4	- - -	- - -	- - -	2,300 0 0	- - -	- - -	- - -	86 2 10	255 0 6	341 3 4
5,890 12 6	1	13 12 2	64 14 0	- - -	5,968 18 8	- - -	- - -	- - -	- - -	491 7 7	491 7 7
939 0 0	3	- - -	6 13 0	- - -	945 13 0	- - -	- - -	- - -	14 5 0	93 17 2	108 2 2
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	63 2 3	63 2 3
2,450 0 0	5	- - -	- - -	81 12 6	2,531 12 6	—	—	—	—	—	—
k 23,995 0 0	5	- - -	4,749 16 10	- - -	28,744 16 10	- - -	- - -	- - -	- - -	341 3 10	341 3 10
l 24,257 10 0	3	- - -	58 8 2	- - -	24,315 18 2	- - -	- - -	- - -	- - -	101 19 5	101 19 5
2,750 0 0	m 3	180 8 11	- - -	- - -	2,930 8 11	- - -	- - -	- - -	- - -	81 9 9	81 9 9
2,756 17 6	2	3 11 0	3 5 3	- - -	2,763 13 9	- - -	- - -	- - -	- - -	139 18 2	139 18 2
2,450 9 0	2	10 0 0	48 17 4	- - -	2,509 6 4	- - -	- - -	- - -	- - -	225 9 0	225 9 0
- - -	- -	- - -	- - -	- - -	- - -	116 13 4	- - -	- - -	- - -	146 19 2	263 12 6
2,391 17 0	2	- - -	- - -	- - -	2,391 17 0	- - -	- - -	- - -	- - -	114 17 0	114 17 0
3,802 0 0	4	- - -	- - -	- - -	3,802 0 0	- - -	- - -	- - -	- - -	86 11 10	86 11 10
1,939 8 1	1	- - -	- - -	- - -	1,939 8 1	—	—	—	—	—	—
q 4,555 0 0	r 1	- - -	- - -	- - -	4,555 0 0	- - -	- - -	- - -	- - -	120 16 4	120 16 4
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	185 6 5	185 6 5
- - -	- -	- - -	- - -	- - -	- - -	250 16 8	- - -	- - -	- - -	744 12 6	995 9 2
640 0 0	None	- - -	- - -	- - -	640 0 0	- - -	- - -	0 13 0	- - -	171 18 11	172 11 11
150 0 0	4 & 5	- - -	- - -	- - -	150 0 0	- - -	- - -	- - -	77 0 0	126 0 2	203 0 2
1,300 0 0	4½	- - -	- - -	7 15 5	1,307 15 5	—	—	—	—	—	—
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	741 1 3	741 1 3
1,100 0 0	None	- - -	- - -	- - -	1,100 0 0	- - -	- - -	- - -	- - -	30 5 2	30 5 2
2,107 6 8	1	50 0 0	21 1 2	- - -	2,178 7 10	- - -	- - -	- - -	- - -	152 1 8	152 1 8
827 0 0	None	- - -	- - -	- - -	827 0 0	- - -	- - -	- - -	- - -	76 15 4	76 15 4
3,768 10 0	1	50 0 0	32 19 0	72 10 9	3,923 19 9	- - -	70 15 0	- - -	- - -	- - -	70 15 0
6,297 1 6	1½	- - -	130 5 11	- - -	6,427 7 5	106 4 0	- - -	- - -		97 13 8	203 17 8
5,169 18 5	3	50 0 0	22 2 8	36 5 8	5,278 6 9	—	—	—	—	—	—
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	60 13 5	60 13 5
16,150 0 0	3	- - -	- - -	- - -	16,150 0 0	- - -	- - -	- - -	- - -	32 3 9	32 3 9
6,500 0 0	2	39 10 6	56 10 0	- - -	6,596 0 6	42 9 10	- - -	- - -	- - -	638 2 0	680 11 10
166,050 2 6	- -	1,589 5 10	5,333 9 6	352 12 3	173,325 10 1	516 3 10	70 15 0	0 13 0	177 7 10	12,506 7 7	13,271 7 3
1,800 0 0	2	- - -	- - -	- - -	1,800 0 0	- - -	- - -	- - -	- - -	171 0 6	171 0 6
300 0 0	4	294 9 9	- - -	- - -	594 9 9	- - -	- - -	- - -	- - -	430 16 6	430 16 6
3,350 0 0	3	- - -	- - -	9 14 9	3,359 14 9	10 7 11	- - -	- - -	- - -	- - -	10 7 11
5,550 0 0	4	- - -	4,646 0 0	- - -	10,196 0 0	- - -	- - -	- - -	- - -	46 4 5	46 4 5
534 12 0	4½	- - -	- - -	- - -	534 12 0	23 6 8	- - -	- - -	- - -	22 8 9	45 15 5
200 0 0	3	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	235 7 6	235 7 6
y 3,990 0 0	1	36 2 10	54 18 0	- - -	4,081 0 10	45 6 8	- - -	- - -	- - -	180 14 9	226 1 5
1,400 0 0	1½	- - -	17 10 0	- - -	1,417 10 0	- - -	- - -	- - -	- - -	116 15 3	116 15 3
2,250 0 0	5	- - -	2,699 10 0	- - -	4,949 10 0	- - -	- - -	- - -	- - -	486 18 7	486 18 7
3,950 0 0	1s.	- - -	3 19 0	- - -	3,953 19 0	- - -	- - -	- - -	114 0 7	327 1 3	441 1 10
5,050 0 0	1d.	- - -	- - -	- - -	5,050 0 0	- - -	- - -	- - -	- - -	237 15 6	237 15 6
7,800 0 0	3½	33 7 2	102 19 5	- - -	7,936 6 7	7 3 4	- - -	- - -	- - -	178 13 4	185 16 8
- - -	- -	- - -	- - -	1,500 8 0	1,500 8 0	—	—	—	—	—	—
5,160 0 0	1	26 14 10	150 11 4	- - -	5,337 6 2	2 16 4	- - -	- - -	- - -	111 10 3	114 6 7
958 0 0	3	- - -	- - -	- - -	958 0 0	- - -	- - -	- - -	- - -	152 15 0	152 15 0
1,895 0 0	4	15 0 0	25 0 0	- - -	1,935 0 0	- - -	- - -	- - -	15 6 8	211 16 10	227 3 6

e For debts of 85*l.*
l Including 20,982*l.* 10*s.* not bearing interest.
r Reduced by consent on part of the debt.
y Including 1,500*l.* at 2 per cent.
f For debts of 800*l.*
g For debts of 100*l.*
m Reduced by new Local Act.
s For debts of 600*l.*
z For debts of 50*l.*
h For debts of 321*l.* 14*s.* 10*d.*
n For debts of 181*l.* 2*s.* 6*d.*
t For debts of 267*l.* 16*s.* 9*d.*
aa For debts of 255*l.*

1. Names of Counties and Trusts.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amo of M borrow the Se of the
COUNTY OF HANTS—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
17. Portsmouth and Sheet Bridge	421 2 8	- - -	1,377 13 9	- - -	- - -	4 4 6	64 14 11	-
18. Ringwood, Longham, and Leigh	671 19 1	- - -	160 0 0	- - -	- - -	- - -	28 13 0	-
19. Romsey and Ringwood	31 13 7	- - -	189 0 0	- - -	- - -	- - -	0 7 10	-
20. Romsey, Stockbridge, and Wallop	314 11 10	- - -	412 10 0	- - -	- - -	- - -	- - -	-
21. Romsey and Winchester	97 3 2	- - -	462 9 5	- - -	- - -	- - -	14 5 0	-
22. Southampton, North District, and Winchester and Waltham (united)	100 15 4	- - -	516 11 4	- - -	20 0 0	- - -	5 0 0	-
23. Southampton, South District	287 17 9	- - -	503 19 4	- - -	- - -	- - -	6 10 0	-
24. Stockbridge and Basingstoke	147 1 0	- - -	189 11 8	- - -	- - -	- - -	10 0 0	-
25. Stockbridge and Winchester	48 1 7	- - -	199 9 0	- - -	- - -	- - -	- - -	-
26. Titchfield and Cosham	189 7 2	- - -	634 12 2	100 0 0	- - -	0 1 0	10 18 0	-
27. Whitchurch and Aldermaston	8 0 5	- - -	91 10 9	- - -	- - -	- - -	- - -	-
28. Whiteparish, Romsey, and Southampton	58 13 2	- - -	503 18 0	- - -	- - -	- - -	12 1 6	-
29. Winchester Road	455 9 7	- - -	367 3 5	- - -	- - -	- - -	18 12 0	-
30. Winchester, Upper District	566 17 6	- - -	860 0 2	- - -	- - -	- - -	30 0 0	-
31. Winchester and Alton, Lower District	174 17 6	- - -	450 0 0	- - -	- - -	- - -	14 3 3	-
32. Winchester to Newtown River	- - -	7 10 0	330 4 6	- - -	- - -	- - -	6 0 0	-
33. Winchester and Petersfield	266 15 4	- - -	480 10 0	74 8 8	- - -	- - -	- - -	-
£	6,764 2 8	218 10 6	15,680 17 5	4,824 19 8	20 0 0	5 5 0	294 11 10	-
COUNTY OF HEREFORD.								
1. Blue Mantle Hall	128 4 7	- - -	355 0 0	- - -	- - -	- - -	22 3 6	-
2. Bromyard	452 13 0	- - -	1,400 0 0	149 0 0	- - -	- - -	23 17 3	-
3. Hereford	1,325 9 10	- - -	5,931 15 1	- - -	- - -	- - -	145 12 0	-
4. Kington	292 3 0	- - -	1,505 0 0	- - -	- - -	- - -	84 3 0	-
5. Ledbury	103 12 4	- - -	1,630 0 0	- - -	- - -	- - -	61 10 0	-
6. Leominster	189 13 5	- - -	1,314 10 0	- - -	- - -	- - -	68 0 0	-
7. Leominster and Ledbury	- - -	- - -	234 0 0	- - -	- - -	- - -	17 0 0	-
8. Presteigne	253 13 9	- - -	679 6 8	- - -	- - -	- - -	*f* 121 0 9	-
9. Ross	65 7 6	- - -	1,974 12 8	- - -	- - -	0 10 0	24 0 0	-
10. Weobley	115 14 9	- - -	242 18 4	93 9 0	- - -	- - -	7 0 0	-
11. Whitchurch and Llangarron	117 18 5	- - -	239 18 5	- - -	- - -	- - -	4 0 0	-
12. Whitney and Bredwardine	680 19 3	- - -	327 2 4	- - -	- - -	0 13 0	36 14 1	-
13. Wyeside	18 19 7	- - -	144 16 4	106 19 4	- - -	- - -	27 0 0	-
£	3,744 9 5	- - -	15,978 19 10	349 8 4	- - -	1 3 0	642 0 7	-
COUNTY OF HERTFORD.								
1. Baldock and Bournbridge	311 11 6	- - -	567 14 5	- - -	- - -	- - -	- - -	-
2. Cheshunt	435 5 11	- - -	2,024 3 4	- - -	- - -	- - -	- - -	-
3. Dunstable	215 6 8	- - -	265 15 11	- - -	- - -	- - -	- - -	-
4. Enfield Chase *g*	1,324 14 4	- - -	254 15 6	- - -	- - -	- - -	*h* 117 18 10	-
5. Reading and Hatfield	670 9 5	- - -	1,885 0 0	- - -	- - -	- - -	23 5 0	-
6. St. Albans and Barnet	801 18 0	- - -	540 0 0	- - -	- - -	- - -	15 0 0	-
7. Sparrow's Herne	115 6 4	- - -	1,594 1 8	- - -	- - -	- - -	44 11 0	-
8. Stevenage and Biggleswade	106 13 1	- - -	371 13 4	41 19 11	- - -	- - -	35 0 0	-
9. Wadesmill	385 16 7	- - -	861 0 0	- - -	- - -	- - -	- - -	-
10. Watton	446 5 0	- - -	440 0 0	- - -	- - -	- - -	- - -	-
11. Welwyn	207 9 10	- - -	499 9 2	- - -	- - -	- - -	- - -	-
£	5,020 16 8	- - -	9,303 13 4	41 19 11	- - -	- - -	235 14 10	-
COUNTY OF HUNTINGDON.								
1. Bury and Stratton	304 3 11	- - -	1,232 7 4	- - -	- - -	- - -	- - -	-
2. Godmanchester to Cambridge	- - -	34 2 6	676 0 0	- - -	- - -	- - -	- - -	-
3. Godmanchester and Hartford	520 18 10	- - -	1,306 0 0	- - -	- - -	- - -	25 2 6	-
4. Kimbolton	- - -	102 10 3	523 12 6	252 10 0	- - -	- - -	5 16 6	-
5. Somersham	356 8 10	- - -	817 11 8	- - -	- - -	- - -	0 12 0	-
6. Stilton, &c.	481 12 7	- - -	487 3 4	- - -	- - -	- - -	45 0 0	-
£	1,663 4 2	136 12 9	5,042 14 10	252 10 0	- - -	- - -	76 11 0	-

a To Improvement Commissioners. *b* Contract work. *c* Including materials, &c.
g The tolls on this Trust ceased at Christmas 1866. *h* Including proceeds of sale of Trust property.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
17.	1,446 13 2	270 2 3	470 15 9	*a* 400 0 0	- - -	- - -	77 15 11	- - -	50 0 0	87 4 0
18.	188 13 0	85 0 0	- - -	- - -	- - -	- - -	31 16 9	- - -	20 0 0	- - -
19.	189 7 10	45 12 6	29 9 7	17 14 0	- - -	- - -	27 4 10	- - -	20 0 0	24 0 0
20.	412 10 0	*b* 185 0 0	- - -	- - -	- - -	- - -	21 10 10	5 0 0	26 5 0	16 0 0
21.	476 14 5	77 14 6	35 19 5	33 1 10	- - -	- - -	54 6 7	- - -	30 0 0	30 0 0
22.	541 11 4	122 12 8	44 13 11	66 0 11	- - -	- - -	21 0 6	- - -	19 0 0	34 0 0
23.	510 9 4	269 10 0	123 18 0	6 2 0	- - -	30 0 0	40 19 7	- - -	25 0 0	45 0 0
24.	199 11 8	*c* 49 2 10	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	20 0 0
25.	199 9 0	67 12 6	14 16 8	27 0 11	- - -	- - -	18 4 1	- - -	20 0 0	30 0 0
26.	745 11 2	79 2 8	40 0 2	61 4 0	- - -	- - -	26 1 5	5 0 0	20 0 0	30 0 0
27.	91 10 9	- - -	- - -	- - -	- - -	- - -	16 8 0	2 2 0	7 0 0	12 0 0
28.	515 19 6	*d* 175 2 10	13 0 8	12 15 6	- - -	- - -	35 1 6	10 0 0	25 0 0	25 0 0
29.	385 15 5	20 8 4	- - -	*e* 79 4 8	- - -	- - -	24 17 8	- - -	25 0 0	25 0 0
30.	890 0 2	321 6 0	23 4 6	423 5 8	- - -	- - -	32 11 4	- - -	90 0 0	52 10 0
31.	464 3 3	311 14 3	42 15 9	19 12 0	- - -	- - -	39 16 10	- - -	30 0 0	40 0 0
32.	336 4 6	65 9 7	24 4 10	29 3 6	- - -	- - -	18 16 0	- - -	30 0 0	35 0 0
33.	554 18 8	97 10 10	126 12 6	- - -	- - -	- - -	20 13 5	2 2 0	15 0 0	- - -
	20,825 13 11	5,304 5 9	1,300 1 2	5,017 7 5	- - -	30 0 0	1,345 8 1	54 4 0	907 15 0	1,187 11 3
1.	377 3 6	156 6 4	50 11 3	69 13 1	- - -	8 2 6	15 11 10	5 0 0	11 17 0	28 19 9
2.	1,572 17 3	397 17 1	386 4 11	370 17 7	- - -	48 19 8	42 5 0	- - -	25 0 0	100 0 0
3.	6,077 7 1	*b* 2,930 16 7	- - -	- - -	- - -	- - -	173 2 9	- - -	50 0 0	260 0 0
4.	1,589 3 0	209 7 7	459 1 1	378 1 10	- - -	10 10 0	39 8 9	- - -	35 0 0	100 0 0
5.	1,691 10 0	571 12 9	345 17 5	55 6 10	- - -	1 0 0	53 1 9	- - -	30 0 0	120 0 0
6.	1,382 10 0	523 2 7	263 6 8	571 7 11	- - -	- - -	47 5 8	- - -	10 0 0	100 0 0
7.	251 0 0	18 18 6	- - -	- - -	- - -	- - -	1 7 6	- - -	8 14 4	20 0 0
8.	800 7 5	216 14 5	137 3 1	152 7 2	- - -	5 0 1	31 0 6	- - -	17 18 5	48 6 3
9.	1,999 2 8	*d* 571 5 10	309 8 6	117 8 8	- - -	- - -	72 8 6	- - -	40 0 0	101 13 6
10.	343 7 4	95 4 1	96 6 2	95 13 1	- - -	- - -	12 11 7	- - -	4 0 0	25 0 0
11.	243 18 5	31 9 5	24 3 0	10 18 5	- - -	- - -	1 1 0	- - -	10 0 0	16 0 0
12.	364 9 5	157 15 3	- - -	*e* 28 0 0	- - -	- - -	2 19 6	- - -	10 0 0	20 0 0
13.	278 15 8	82 11 8	- - -	*e* 56 8 10	- - -	- - -	5 11 7	- - -	10 0 0	15 0 0
	16,971 11 9	5,963 2 1	2,072 2 1	1,906 3 5	- - -	73 12 3	497 15 11	5 0 0	262 9 9	954 19 6
1.	567 14 5	60 7 0	53 12 11	115 10 9	- - -	31 6 6	13 7 3	- - -	- - -	39 0 0
2.	2,024 3 4	521 4 11	512 4 6	573 8 1	20 0 0	33 9 0	102 9 0	- - -	60 0 0	130 0 0
3.	265 15 11	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
4.	372 14 4	*i* 1,307 1 1	57 7 0	102 10 1	- - -	- - -	115 7 1	- - -	25 0 0	62 10 0
5.	1,908 5 0	535 9 11	283 15 11	178 4 5	- - -	10 5 3	119 8 11	25 0 0	70 0 0	163 16 0
6.	555 0 0	71 16 0	- - -	*j* 188 18 9	- - -	- - -	40 17 1	20 0 0	20 0 0	- - -
7.	1,638 12 8	443 16 0	211 0 0	647 11 1	- - -	- - -	134 7 8	- - -	40 0 0	100 0 0
8.	448 13 3	100 9 2	2 0 0	- - -	- - -	- - -	2 14 6	5 0 0	25 0 0	40 0 0
9.	861 0 0	356 4 6	- - -	264 12 10	- - -	16 3 6	44 11 6	- - -	30 0 0	100 0 0
10.	440 0 0	199 3 6	10 16 8	- - -	- - -	11 17 0	25 7 5	- - -	*k* 40 0 0	80 0 0
11.	499 9 2	144 10 4	3 8 0	28 14 10	- - -	2 0 0	44 0 11	5 5 0	32 0 0	50 0 0
	9,581 8 1	3,740 2 5	1,134 5 0	2,099 10 10	20 0 0	105 1 3	642 11 4	65 5 0	357 0 0	765 6 0
1.	1,232 7 4	253 19 0	273 10 6	185 0 0	6 0 0	2 14 10	23 10 10	10 0 0	50 0 0	80 0 0
2.	676 0 0	190 3 3	117 6 3	187 8 11	- - -	- - -	33 9 1	10 0 0	30 0 0	60 0 0
3.	1,331 2 6	147 16 0	180 0 1	124 8 4	- - -	17 15 0	69 3 2	20 0 0	25 0 0	70 0 0
4.	781 19 0	*c* 519 9 6	- - -	- - -	- - -	24 19 9	22 5 6	11 5 0	7 10 0	29 18 0
5.	818 3 8	179 5 10	163 19 3	174 8 9	7 14 8	4 2 0	15 16 5	6 6 0	35 0 0	60 0 0
6.	532 3 4	186 15 10	36 11 0	300 3 3	- - -	1 1 0	25 9 4	- - -	30 0 0	100 0 0
	5,371 15 10	1,477 9 5	771 7 1	971 9 3	13 14 8	50 12 7	189 14 4	57 11 0	177 10 0	399 18 0

d Including contract work. *e* Including team labour. *f* Including 100*l.* from the surety of the late surveyor.
i Including 1,202*l.* 11*s.* 9*d.* distributed among the parishes. *j* Including team labour, &c. *k* For two years.

(Continued on page 32.)

(Continued from page 31.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF HANTS—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
17. Portsmouth and Sheet Bridge	51 0 5	- - -	- - -	- - -	25 13 6	- - -	1,432 11 10
18. Ringwood, Longham, and Leigh	4 10 8	- - -	- - -	- - -	7 19 11	- - -	149 7 4
19. Romsey and Ringwood	- - -	22 7 0	- - -	- - -	4 6 6	- - -	190 14 5
20. Romsey, Stockbridge, and Wallop	5 15 5	71 7 8	- - -	*a* 134 10 0	44 13 0	- - -	510 1 11
21. Romsey and Winchester	- - -	48 4 8	- - -	*b* 92 0 0	2 5 0	- - -	403 12 0
22. Southampton, North District, and Winchester and Waltham (united)	21 1 2	- - -	- - -	*c* 55 0 0	*d* 136 11 6	20 0 0	540 0 8
23. Southampton, South District	10 0 4	- - -	- - -	- - -	26 17 1	- - -	577 7 0
24. Stockbridge and Basingstoke	17 17 4	46 12 10	- - -	*e* 92 0 0	9 16 1	- - -	245 9 1
25. Stockbridge and Winchester	6 15 6	5 0 0	- - -	- - -	28 19 2	- - -	218 8 10
26. Titchfield and Cosham	4 5 0	243 13 1	- - -	*g* 222 3 6	4 13 0	- - -	736 2 10
27. Whitchurch and Aldermaston	5 9 0	52 16 0	- - -	- - -	3 1 5	- - -	98 16 5
28. Whiteparish, Romsey, and Southampton	7 18 6	70 16 0	- - -	*a* 130 0 0	43 2 10	- - -	547 17 10
29. Winchester Road	101 13 0	87 0 0	- - -	198 8 0	26 1 0	- - -	587 12 8
30. Winchester, Upper District	135 6 0	- - -	19 16 6	- - -	24 18 3	- - -	1,122 18 3
31. Winchester and Alton, Lower District	- - -	13 10 0	- - -	- - -	48 7 7	- - -	545 16 5
32. Winchester to Newtown River	- - -	67 12 9	- - -	*i* 45 15 0	11 9 6	- - -	327 11 2
33. Winchester and Petersfield	- - -	36 5 0	- - -	*c* 174 0 0	10 14 2	- - -	482 17 11
£	490 14 7	1,490 12 4	2,392 3 10	2,124 1 6	1,042 12 3	20 0 0	22,706 17 2
COUNTY OF HEREFORD.							
1. Blue Mantle Hall	- - -	9 16 8	2 18 9	- - -	12 19 8	- - -	371 16 10
2. Bromyard	- - -	184 10 9	- - -	- - -	17 8 0	- - -	1,573 3 0
3. Hereford	- - -	161 6 3	- - -	3,705 0 0	43 4 7	- - -	7,323 10 2
4. Kington	- - -	162 2 8	4 10 7	- - -	45 10 1	- - -	1,443 12 7
5. Ledbury	- - -	103 18 10	- - -	300 0 0	30 16 5	- - -	1,611 14 0
6. Leominster	12 6 10	- - -	- - -	- - -	12 6 6	- - -	1,539 16 2
7. Leominster and Ledbury	- - -	- - -	- - -	194 15 2	7 4 6	- - -	251 0 0
8. Presteigne	- - -	65 11 4	9 2 1	250 0 0	12 6 3	- - -	945 9 7
9. Ross	14 5 2	209 11 10	- - -	*j* 392 0 0	8 11 10	- - -	1,836 13 10
10. Weobley	- - -	2 9 0	- - -	- - -	3 8 2	- - -	334 12 1
11. Whitchurch and Llangarron	- - -	53 14 9	- - -	- - -	9 18 3	- - -	157 4 10
12. Whitney and Bredwardine	- - -	60 17 2	- - -	*c* 247 10 0	25 6 9	- - -	552 8 8
13. Wyeside	15 12 6	115 17 2	- - -	- - -	17 15 3	- - -	318 17 0
£	42 4 6	1,129 16 5	16 11 5	5,089 5 2	246 16 3	- - -	18,259 18 9
COUNTY OF HERTFORD.							
1. Baldock and Bournbridge	48 2 3	- - -	- - -	- - -	5 8 3	- - -	366 14 11
2. Cheshunt	27 10 2	- - -	32 10 9	- - -	11 3 0	- - -	2,023 19 5
3. Dunstable	- - -	120 6 6	- - -	*l* 150 0 0	- - -	- - -	295 6 6
4. Enfield Chase	9 14 0	- - -	- - -	- - -	17 19 5	- - -	1,697 8 8
5. Reading and Hatfield	42 15 0	167 6 7	- - -	*l* 291 0 0	15 7 0	- - -	1,902 9 0
6. St. Albans and Barnet	- - -	- - -	- - -	150 0 0	10 15 0	- - -	502 6 10
7. Sparrow's Herne	19 0 0	35 8 0	- - -	- - -	32 1 2	- - -	1,663 3 11
8. Stevenage and Biggleswade	- - -	9 16 8	- - -	- - -	7 4 0	- - -	192 4 4
9. Wadesmill	- - -	- - -	- - -	- - -	30 3 6	- - -	841 15 10
10. Watton	10 12 4	35 6 6	- - -	100 0 0	4 19 0	- - -	518 2 5
11. Welwyn	- - -	76 17 2	- - -	199 0 0	5 8 6	- - -	591 4 9
£	157 13 9	445 1 5	32 10 9	890 0 0	140 8 10	- - -	10,594 16 7
COUNTY OF HUNTINGDON.							
1. Bury and Stratton	13 6 3	181 9 9	- - -	*m* 247 10 0	25 18 1	- - -	1,352 19 3
2. Godmanchester to Cambridge	- - -	15 8 0	205 19 10	- - -	34 1 5	- - -	883 16 9
3. Godmanchester and Hartford	7 9 0	119 16 4	- - -	600 0 0	*o* 95 14 1	- - -	1,477 2 0
4. Kimbolton	23 3 8	86 11 0	- - -	- - -	11 5 0	- - -	736 7 5
5. Somersham	13 10 0	47 12 4	- - -	199 15 0	23 1 7	- - -	930 11 10
6. Stilton, &c.	- - -	- - -	- - -	- - -	3 13 3	- - -	683 13 8
£	57 8 11	450 17 5	205 19 10	1,047 5 0	193 13 5	- - -	6,064 10 11

a For debts of 150*l.* *b* For debts of 100*l.* *c* For debts of 250*l.*
g For debts of 450*l.* *h* Including 226*l.* 6*s.* not bearing interest. *i* For debts of 50*l.*
m For debts of 330*l.* *n* Reduced with consent of creditor.

	DEBTS.						ARREARS OF INCOME.					
	27. Bonded or Mortgage Debts,	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	- - -	- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	435 4 0	435 4 0
	- - -	- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	711 4 9	711 4 9
	900 0 0	3	25 15 6	22 11 6	- -	948 7 0	- -	- -	- -	- -	30 7 0	30 7 0
	1,750 0 0	3¾	4 0 0	65 12 6	- -	1,819 12 6	- -	- -	- -	- -	216 19 11	216 19 11
	1,150 0 0	4	- -	56 0 0	- -	1,206 0 0	- -	- -	- -	- -	170 5 7	170 5 7
	1,250 0 0	1*d.*	- -	0 14 9	- -	1,250 14 9	- -	- -	- -	- -	102 6 0	102 6 0
	- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	221 0 1	221 0 1
	2,150 0 0	2	- -	32 5 0	- -	2,182 5 0	42 0 0	- -	- -	- -	101 3 7	143 3 7
	100 0 0	*f* 4	- -	- - -	- -	100 0 0	- -	- -	- -	- -	29 1 9	29 1 9
	9,250 0 0	2½	- -	175 13 7	- -	9,425 13 7	26 6 8	66 13 4	- -	- -	198 15 6	291 15 6
	1,056 0 0	4	- -	10 11 0	- -	1,066 11 0	6 10 6	- -	- -	- -	0 14 9	7 5 3
	1,700 0 0	4	- -	7 17 4	- -	1,707 17 4	- -	- -	- -	- -	26 14 10	26 14 10
	h 5,426 6 0	2	- -	213 0 0	- -	5,639 6 0	56 5 0	- -	- -	34 8 4	253 12 4	344 5 8
	- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	333 19 5	333 19 5
	300 0 0	4½	- -	- - -	- -	300 0 0	- -	- -	- -	- -	93 4 4	93 4 4
	2,175 0 0	3	- -	- - -	- -	2,175 0 0	- -	- -	- -	- -	1 3 4	1 3 4
	1,450 0 0	2½	- -	- - -	- -	1,450 0 0	- -	16 2 6	- -	107 13 5	338 16 1	462 12 0
	72,844 18 0	- -	435 10 1	8,284 13 5	1,510 2 9	83,075 4 3	220 3 1	82 15 10	- -	271 9 0	6,174 11 8	6,748 19 7
1.	200 0 0	5	- -	- - -	- -	200 0 0	- -	- -	- -	- -	133 11 3	133 11 3
2.	3,960 0 0	4½	30 15 0	- - -	- -	3,990 15 0	- -	- -	- -	- -	452 7 3	452 7 3
3.	1,140 0 0	4½	- -	- - -	- -	1,140 0 0	224 18 11	- -	23 16 3	- -	79 6 9	328 1 11
4.	3,002 0 0	5	- -	- - -	- -	3,002 0 0	- -	- -	- -	- -	437 13 5	437 13 5
5.	2,440 0 0	4	98 16 5	- - -	- -	2,538 16 5	100 0 0	- -	27 10 0	- -	183 8 4	310 18 4
6.	- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	32 7 3	32 7 3
7.	2,091 15 3	None	- -	- - -	- -	2,091 15 3	—	—	—	—	—	—
8.	1,550 0 0	4	- -	- - -	- -	1,550 0 0	- -	- -	- -	- -	108 11 7	108 11 7
9.	4,800 0 0	4	- -	- - -	- -	4,800 0 0	- -	- -	- -	- -	227 16 4	227 16 4
9.	50 0 0	5	- -	- - -	- -	50 0 0	- -	- -	- -	- -	124 10 0	124 10 0
1.	1,350 0 0	*k* 3½	21 0 0	38 13 8	- -	1,409 13 8	16 0 0	- -	- -	- -	204 12 0	220 12 0
2.	1,452 18 5	3½	93 7 5	50 0 1	- -	1,596 5 11	0 5 0	- -	- -	- -	493 0 0	493 5 0
3.	2,946 0 0	4	158 19 7	57 9 2	21 1 9	3,183 10 6	5 1 5	- -	- -	- -	- - -	5 1 5
	24,982 13 8	- -	402 18 5	146 2 11	21 1 9	25,552 16 9	346 5 4	- -	51 6 3	- -	2,477 4 2	2,874 15 9
1.	3,600 0 0	4½	- -	5,749 8 9	- -	9,349 8 9	- -	- -	- -	- -	512 11 0	512 11 0
2.	- - -	- -	150 0 0	- - -	- -	150 0 0	- -	- -	- -	- -	435 9 10	435 9 10
3.	3,950 0 0	3	- -	25 2 6	- -	3,975 2 6	- -	- -	- -	- -	185 16 1	185 16 1
4.	—	—	—	—	—	—	—	—	—	—	—	—
5.	3,600 0 0	4½	- -	- - -	- -	3,600 0 0	- -	- -	- -	- -	676 5 5	676 5 5
6.	1,350 0 0	None	- -	- - -	- -	1,350 0 0	- -	- -	- -	- -	854 11 2	854 11 2
7.	800 0 0	4½	- -	- - -	- -	800 0 0	- -	- -	- -	- -	90 15 1	90 15 1
8.	200 0 0	5	- -	- - -	- -	200 0 0	- -	- -	- -	- -	363 2 0	363 2 0
9.	- - -	- -	230 0 0	- - -	- -	230 0 0	- -	- -	- -	10 0 0	405 0 9	415 0 9
0.	800 0 0	4	25 0 0	- - -	- -	825 0 0	- -	- -	- -	- -	368 2 7	368 2 7
1.	1,870 0 0	4	- -	- - -	- -	1,870 0 0	- -	- -	- -	- -	115 14 3	115 14 3
	16,170 0 0	- -	405 0 0	5,774 11 3	- -	22,349 11 3	- -	- -	- -	10 0 0	4,007 8 2	4,017 8 2
1.	4,850 0 0	3½	- -	- - -	- -	4,850 0 0	- -	- -	- -	- -	183 12 0	183 12 0
2.	260 0 0	*n* 4	- -	- - -	241 19 3	501 19 3	—	—	—	—	—	—
3.	2,450 0 0	3½	60 0 0	77 10 9	- -	2,587 10 9	- -	- -	- -	- -	374 19 4	374 19 4
4.	2,884 19 5	3	- -	- - -	56 18 8	2,941 18 1	—	—	—	—	—	—
5.	920 0 0	4	- -	- - -	- -	920 0 0	- -	- -	- -	- -	244 0 8	244 0 8
6.	- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	330 2 3	330 2 3
	11,364 19 5	- -	60 0 0	77 10 9	298 17 11	11,801 8 1	- -	- -	- -	- -	1,132 14 3	1,132 14 3

d Including 110*l.* 2*s.* for lighting and watering. *e* For debts of 200*l.* *f* Reduced by consent of creditor.
j For debts of 400*l.* *k* Reduced by consent. *l* For debts of 300*l.*
o Including 68*l.* 18*s.* 8*d.* to South Division.

1.	2.	3.	INCOME.					
NAMES OF COUNTIES AND TRUSTS.	Balance in Treasurers' Hands on 1st Jan. 1866.	Balance due to the Treasurers on 1st Jan. 1866.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF KENT.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ashford and Ham Street	131 1 11	- - -	464 10 0	- - -	- - -	- -	3 10 0	- - -
2. Ashford and Maidstone	494 18 3	- - -	837 8 10	- - -	- - -	- -	8 0 0	- - -
3. Benenden	40 12 6	- - -	184 0 0	45 19 11	- - -	- -	- - -	- - -
4. Bethersden	225 1 8	- - -	749 3 5	65 4 9	- - -	- -	6 18 0	- - -
5. Biddenden	231 17 7	- - -	341 10 0	79 15 6	- - -	- -	- - -	- - -
6. Brandbridges	758 3 5	- - -	786 4 3	- - -	- - -	- -	35 3 0	- - -
7. Canterbury and Barham	332 19 11	- - -	600 5 7	- - -	- - -	- -	1 0 0	- - -
Canterbury and Ramsgate:—								
8. First District	127 7 8	- - -	108 13 0	- - -	- - -	- -	9 2 6	- - -
9. Second District	83 7 0	- - -	237 3 4	- - -	- - -	- -	- - -	- - -
10. Canterbury and Sandwich	27 13 7	- - -	623 12 2	- - -	- - -	- -	0 2 0	- - -
11. Chatham and Canterbury and Macknade Branch	564 18 1	- - -	1,029 1 6	- - -	- - -	- -	114 4 4	- - -
12. Dartford and Strood	367 3 11	- - -	1,146 0 2	- - -	- - -	0 5 6	37 5 0	- - -
13. Dover to Barham Downs	564 3 7	- - -	546 8 8	- - -	- - -	- -	- - -	- - -
14. Dover and Sandgate	188 1 6	- - -	852 0 4	- - -	- - -	- -	- - -	- - -
15. Dover to Sandwich, through Deal	165 2 10	- -	1,104 1 3	- - -	- - -	- -	23 4 7	- - -
16. Dover to Sandwich, through Waldershare	270 17 6	- - -	424 13 2	- - -	- - -	- -	- - -	- - -
17. Faversham, Hythe, and Canterbury	644 7 2	- - -	1,557 10 0	- - -	- - -	- -	27 18 0	- - -
18. Folkestone and Barham	101 13 6	- - -	236 11 8	102 7 8	- - -	- -	- - -	- - -
19. Goudhurst	91 16 1	- - -	222 0 0	35 0 0	- - -	- -	- - -	- - -
20. Goudhurst, Gore, and Stilebridge	315 5 4	- - -	435 6 10	13 0 0	- - -	- -	9 3 4	- - -
21. Gravesend and Wrotham	271 11 10	- - -	475 7 4	112 6 7	- - -	- -	15 8 0	- - -
22. Greenwich and Woolwich, Lower Road	410 3 1	- - -	1,387 10 0	381 6 8	- - -	- -	- - -	- - -
23. Hawkhurst Junction	- - -	11 9 11	141 0 0	- - -	- - -	- -	- - -	- - -
24. Herne Bay	130 15 11	- - -	400 0 0	- - -	- - -	- -	3 0 0	- - -
25. Kipping's Cross and Flimwell	281 17 6	- - -	395 15 0	- - -	- - -	- -	- - -	- - -
26. Kipping's Cross and Wilsley Green	416 3 8	- - -	553 17 9	- - -	- - -	- -	- - -	- - -
27. Maidstone and Biddenden	228 1 6	- - -	754 2 3	86 0 10	- - -	5 19 6	- - -	- - -
28. Maidstone and Cranbrook	574 2 2	- - -	885 3 2	- - -	- - -	- -	44 19 1	- - -
29. Maidstone to Key Street	- - -	2 15 1	148 15 1	- - -	- - -	- -	13 18 0	- - -
30. Malling and Strood	434 19 11	- - -	515 8 4	- - -	- - -	- -	0 1 3	- - -
31. Rochester and Maidstone	131 2 4	- - -	330 10 6	- - -	- - -	- -	0 9 6	- - -
32. Sandwich, Margate, and Ramsgate	425 5 1	- - -	630 13 4	- - -	- - -	- -	- - -	- - -
33. Sevenoaks	562 13 3	- - -	354 4 9	- - -	- - -	0 8 3	55 18 8	- - -
34. Stockershead to Bagham's Cross	79 19 6	- - -	87 5 0	46 18 9	- - -	- -	- - -	- - -
35. Tenterden	237 19 4	- - -	955 5 5	104 19 10	- - -	- -	4 0 0	- - -
36. Tonbridge	878 8 1	- - -	1,386 0 0	- - -	- - -	- -	73 1 10	- - -
37. Tonbridge and Igltham	200 17 8	- - -	220 2 0	61 5 0	- - -	- -	- - -	- - -
38. Tonbridge and Maidstone	148 8 11	- - -	686 14 0	- - -	- - -	0 9 9	33 12 6	- - -
39. Wadhurst and West Farleigh	391 2 1	- - -	461 19 4	9 0 0	- - -	- -	- - -	- - -
40. Westerham and Edenbridge *e*	72 17 9	- - -	382 8 2	- - -	- - -	- -	*f* 258 10 0	- - -
41. Whitstable	229 2 10	- - -	293 10 0	- - -	- - -	- -	21 0 4	- - -
42. Woodchurch	65 12 8	- - -	231 1 4	54 7 10	- - -	- -	5 3 0	- - -
43. Wrotham Heath	271 15 7	- - -	645 12 6	- - -	- - -	0 0 6	34 18 0	- - -
44. Wrotham and Maidstone	579 14 7	- - -	1,195 0 0	- - -	- - -	- -	46 5 0	- - -
£	12,749 8 3	14 5 0	26,003 9 5	1,197 13 4	- - -	7 3 6	885 15 11	- - -
COUNTY OF LANCASTER.								
1. Adlington and Westhoughton	379 18 11	- - -	313 0 0	- - -	- - -	0 5 0	23 1 1	- - -
2. Barton Bridge and Moses Gate	467 3 3	- - -	1,351 13 4	40 0 0	- - -	- -	38 2 10	- - -
3. Barton Bridge and Stretford	55 7 8	- - -	244 0 0	- - -	- - -	- -	10 8 1	- - -
4. Blackburn to Addingham and Cocking End	2,862 18 5	- - -	4,504 9 6	- - -	- - -	- -	148 1 3	- - -
5. Blackburn and Preston	20 2 1	- - -	1,200 0 0	366 0 0	- - -	- -	15 4 3	- - -
6. Blackburn to Walton Cop	151 16 6	- - -	775 16 8	90 0 0	- - -	- -	8 7 1	- - -
7. Bolton and Blackburn	249 3 2	- - -	1,552 18 1	- - -	- - -	0 17 9	16 12 6	- - -
8. Bolton and Nightingales	164 0 9	- - -	2,542 0 0	- - -	- - -	0 18 0	42 19 4	- - -
9. Bolton and St. Helen's	90 11 5	- - -	2,072 5 0	392 10 7	- - -	0 3 3	20 10 9	- - -
10. Bolton and Westhoughton	88 9 1	- - -	350 0 0	- - -	- - -	1 6 6	1 16 4	- - -
11. Burnley to Edenfield Chapel	346 19 4	- - -	1,691 9 7	- - -	- - -	- -	147 16 1	- - -
12. Bury to Blackburn, Whalley, &c.	162 10 8	- - -	4,695 8 7	17 8 8	- - -	- -	245 19 2	- - -
13. Bury and Bolton	486 19 4	- - -	957 0 0	- - -	- - -	- -	4 0 6	- - -
14. Clitheroe to Blackburn and Mellor Brook	37 8 8	- - -	1,165 0 0	- - -	- - -	- -	17 15 11	- - -
15. Crossford Bridge and Manchester	- - -	85 3 2	2,210 0 0	- - -	- - -	- -	104 13 8	- - -

a Including team labour. *b* Including contract work. *c* Including 36*l.* paid to Dover Local Board.
g Including 232*l.* 9*s.* 3*d.* balance paid over to parishes on the Trust ceasing. *h* Including payments to townships.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	468 0 0	54 5 2	101 14 0	83 1 3	- - -	15 15 6	37 6 2	5 5 0	5 5 0	20 0 0
2.	845 8 10	150 17 6	109 9 0	328 4 0	- - -	16 0 8	50 10 2	12 0 0	10 0 0	50 0 0
3.	229 19 11	32 11 1	25 0 0	26 8 0	- - -	5 4 0	4 11 6	- - -	10 0 0	- - -
4.	821 6 2	92 16 0	118 15 10	149 16 3	- - -	31 1 0	38 4 4	5 0 0	10 0 0	30 0 0
5.	421 5 6	90 16 9	57 11 2	31 18 2	- - -	- - -	9 6 10	7 0 0	10 10 0	20 0 0
6.	821 7 3	118 16 1	56 18 8	74 12 0	- - -	- - -	92 1 5	6 0 0	10 0 0	- - -
7.	601 5 7	63 16 2	17 5 6	41 4 6	- - -	- - -	7 16 4	- - -	20 0 0	45 0 0
8.	117 15 6	36 7 7	14 11 9	40 8 10	- - -	- - -	13 9 3	- - -	25 0 0	30 0 0
9.	237 3 4	- - -	- - -	- - -	- - -	- - -	22 18 0	- - -	15 0 0	3 3 0
10.	623 14 2	81 13 7	- - -	*a* 145 2 6	- - -	- - -	30 4 9	- - -	25 0 0	40 0 0
1.	1,143 5 10	347 2 8	23 10 2	507 0 2	- - -	- - -	18 12 10	- - -	25 0 0	50 0 0
2.	1,183 10 8	197 9 2	24 1 3	847 13 6	- - -	- - -	62 1 4	- - -	50 0 0	80 0 0
3.	546 8 8	*b* 426 12 1	35 16 0	103 6 7	- - -	- - -	23 0 6	10 0 0	20 0 0	65 0 0
4.	852 0 4	*c* 170 0 0	76 2 3	91 2 11	- - -	- - -	14 13 7	10 0 0	- - -	30 0 0
5.	1,127 5 10	219 1 0	279 5 3	216 0 9	- - -	- - -	45 19 7	10 0 0	20 0 0	54 12 0
6.	424 13 2	47 3 3	51 14 7	65 8 1	- - -	- - -	11 4 2	- - -	10 0 0	12 10 0
7.	1,585 8 0	265 4 10	124 16 10	305 9 0	- - -	22 6 4	87 10 5	- - -	30 0 0	90 0 0
8.	338 19 4	55 11 8	64 4 6	21 13 0	- - -	- - -	0 18 4	- - -	16 11 9	16 11 9
9.	257 0 0	37 14 6	33 7 0	20 13 8	- - -	- - -	8 17 7	5 0 0	10 0 0	31 4 0
10.	457 10 2	74 2 4	52 2 10	11 11 4	- - -	- - -	14 2 7	- - -	10 10 0	5 0 0
1.	603 1 11	89 10 8	3 15 0	168 13 7	- - -	- - -	28 6 9	- - -	20 0 0	20 0 0
2.	1,768 16 8	258 7 5	428 19 4	613 0 0	- - -	- - -	17 7 8	- - -	32 10 0	37 18 4
3.	141 0 0	19 13 6	36 3 2	33 8 2	- - -	- - -	9 17 6	- - -	10 0 0	2 12 0
4.	403 0 0	37 6 2	2 8 0	94 7 9	- - -	8 0 1	- - -	- - -	25 0 0	20 0 0
5.	395 15 0	0 4 0	- - -	- - -	- - -	- - -	30 17 8	- - -	15 0 0	- - -
6.	553 17 9	81 1 9	134 14 1	25 1 6	- - -	- - -	31 3 8	5 0 0	8 8 0	- - -
7.	846 2 7	116 9 1	134 7 4	35 9 8	- - -	- - -	59 16 4	10 0 0	10 0 0	25 0 0
8.	930 2 3	306 12 7	392 0 7	197 14 1	- - -	- - -	88 10 11	10 0 0	10 0 0	50 0 0
9.	162 13 1	77 8 3	0 15 0	115 11 0	- - -	- - -	4 12 0	- - -	5 5 0	15 0 0
10.	515 9 7	96 11 6	- - -	183 9 0	- - -	- - -	26 6 9	- - -	31 10 0	30 0 0
1.	331 0 0	94 15 0	9 10 0	193 2 11	- - -	- - -	5 13 3	10 0 0	11 10 10	52 0 0
2.	630 13 4	147 18 4	54 9 3	209 6 9	- - -	- - -	22 4 2	15 0 0	15 0 0	30 0 0
3.	410 11 8	132 6 3	99 8 6	148 11 6	- - -	- - -	13 0 7	20 0 0	42 0 0	60 0 0
4.	134 3 9	43 5 11	5 14 6	21 6 0	- - -	- - -	2 4 0	3 0 0	10 10 0	10 0 0
5.	1,064 5 3	148 5 11	229 10 4	125 16 10	- - -	13 7 3	22 19 8	- - -	25 0 0	40 0 0
6.	1,459 1 10	262 18 10	783 6 1	450 10 6	- - -	- - -	29 17 2	- - -	80 0 0	70 0 0
7.	281 7 0	67 15 5	44 4 1	48 10 3	- - -	- - -	24 15 1	- - -	- - -	20 0 0
8.	720 16 3	256 2 1	298 0 5	125 9 0	- - -	- - -	23 13 1	5 0 0	20 0 0	50 1 0
9.	470 19 4	*d* 117 0 2	64 4 0	24 3 3	- - -	- - -	29 6 11	10 0 0	10 10 0	- - -
10.	640 18 2	*g* 416 13 7	109 16 0	26 15 0	- - -	- - -	42 9 5	- - -	12 12 0	50 0 0
1.	314 10 4	74 2 6	48 4 6	40 17 3	- - -	- - -	12 8 8	- - -	15 0 0	30 0 0
2.	290 12 2	28 1 3	57 4 3	43 8 10	- - -	- - -	21 9 3	10 0 0	10 0 0	10 0 0
3.	680 11 0	187 15 6	139 15 4	73 16 6	- - -	- - -	15 1 2	10 0 0	42 0 0	40 0 0
4.	1,241 5 0	513 9 10	- - -	543 1 9	- - -	- - -	74 5 5	- - -	75 0 0	100 0 0
	28,094 2 2	6,135 16 11	4,342 16 4	6,657 5 7	- - -	111 14 10	1,229 16 9	178 5 0	869 12 7	1,435 12 1
1.	336 6 1	- - -	- - -	- - -	- - -	- - -	5 3 3	10 0 0	10 0 0	- - -
2.	1,429 16 2	*h* 735 11 3	221 17 3	182 0 11	- - -	- - -	39 10 8	21 0 0	20 0 0	30 0 0
3.	254 8 1	61 18 0	16 7 0	32 2 0	- - -	- - -	12 1 7	- - -	- - -	10 0 0
4.	4,652 10 9	725 7 1	151 1 10	832 2 2	- - -	36 12 3	46 11 9	*i* 30 0 0	40 0 0	155 0 0
5.	1,581 4 3	115 9 0	10 15 0	100 3 4	- - -	1 0 0	96 14 3	20 0 0	9 8 10	25 0 0
6.	874 3 9	155 3 11	68 9 11	232 5 10	- - -	- - -	22 9 9	10 0 0	30 0 0	30 0 0
7.	1,570 8 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	80 0 0	30 0 0
8.	2,585 17 4	*j* 500 0 0	- - -	- - -	- - -	- - -	65 4 7	- - -	21 0 0	- - -
9.	2,485 9 7	401 6 9	184 1 3	258 10 2	- - -	1 8 5	16 6 4	- - -	22 0 0	80 0 0
10.	353 2 10	72 10 9	29 13 1	34 5 9	- - -	- - -	9 9 11	- - -	20 0 0	20 0 0
1.	1,839 5 8	641 10 6	193 0 2	370 16 11	- - -	- - -	70 5 3	*i* 15 0 0	21 0 0	80 0 0
2.	4,958 16 5	934 6 9	455 13 8	1,369 4 9	- - -	82 4 8	89 18 4	- - -	100 0 0	200 0 0
3.	961 0 6	- - -	- - -	- - -	- - -	- - -	8 15 0	10 0 0	26 5 0	20 0 0
4.	1,182 15 11	152 15 8	112 14 10	93 15 11	- - -	- - -	11 13 9	- - -	20 0 0	40 0 0
5.	2,314 13 8	478 7 11	172 7 0	474 9 0	- - -	- - -	136 14 2	- - -	- - -	130 0 0

d Including payments to parishes. *e* Local Act expired 1st November 1866. *f* Proceeds of sale of Trust property.
i To accountant. *j* Allowance to townships.

(Continued on page 36.)

(Continued from page 35.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF KENT.							
1. Ashford and Ham Street	- - -	70 16 0	25 0 0	*a* 97 0 0	8 15 10	- - -	524 3
2. Ashford and Maidstone	- - -	- - -	- - -	- - -	1 19 0	- - -	729 0
3. Benenden	5 19 6	30 19 8	- - -	*b* 100 0 0	0 7 1	- - -	241 0
4. Bethersden	6 2 4	100 12 0	- - -	*c* 210 0 0	8 0 5	- - -	800 8
5. Biddenden	2 2 0	66 4 1	23 16 9	- - -	3 11 9	- - -	322 17
6. Brandbridges	- - -	368 11 11	- - -	*d* 220 0 0	- - -	- - -	947 0
7. Canterbury and Barham	5 18 0	171 10 2	- - -	*e* 360 0 0	0 7 4	- - -	732 18
Canterbury and Ramsgate :—							
8. First District	11 2 8	- - -	- - -	- - -	2 15 0	- - -	173 15
9. Second District	10 14 0	73 9 1	- - -	*a* 50 0 0	3 18 6	- - -	179 2
10. Canterbury and Sandwich	14 5 2	137 8 6	- - -	- - -	1 0 0	- - -	474 14
11. Chatham and Canterbury and Macknade Branch	14 14 6	- - -	120 11 1	225 0 0	14 13 2	- - -	1,346 4
12. Dartford and Strood	20 18 2	32 8 0	- - -	200 0 0	15 16 2	- - -	1,530 7
13. Dover to Barham Downs	29 14 11	- - -	- - -	- - -	18 5 4	- - -	731 15
14. Dover and Sandgate	240 12 8	94 8 0	- - -	*f* 300 0 0	12 10 2	- - -	1,039 9
15. Dover to Sandwich, through Deal	27 6 8	48 7 6	- - -	193 10 0	36 10 10	- - -	1,150 13
16. Dover to Sandwich, through Waldershare	13 1 4	54 10 9	- - -	*a* 95 0 0	23 5 2	- - -	383 17
17. Faversham, Hythe, and Canterbury	12 18 8	83 7 4	- - -	400 0 0	17 18 6	- - -	1,439 11
18. Folkestone and Barham	26 14 10	65 16 5	- - -	*h* 100 0 0	16 12 3	- - -	384 14
19. Goudhurst	6 11 2	61 16 9	- - -	- - -	2 9 2	- - -	217 13
20. Goudhurst, Gore, and Stilebridge	2 8 6	35 5 0	- - -	250 0 0	11 13 9	- - -	466 16
21. Gravesend and Wrotham	4 11 8	90 9 4	- - -	*i* 190 3 6	8 9 6	- - -	624 0
22. Greenwich and Woolwich, Lower Road	306 0 6	49 13 2	- - -	250 12 6	168 19 3	- - -	2,163 8
23. Hawkhurst Junction	- - -	- - -	- - -	- - -	17 15 9	- - -	129 10
24. Herne Bay	2 1 10	51 1 4	- - -	*k* 140 19 0	15 18 6	- - -	397 2
25. Kipping's Cross and Flimwell	19 12 1	98 12 8	- - -	*l* 150 0 0	2 14 3	- - -	317 0
26. Kipping's Cross and Wilsley Green	2 3 0	11 15 4	- - -	199 0 0	5 13 4	- - -	504 0
27. Maidstone and Biddenden	- - -	329 13 11	- - -	*m* 130 0 0	9 11 2	- - -	860 7
28. Maidstone and Cranbrook	2 14 6	- - -	217 0 0	- - -	17 4 11	- - -	1,291 17
29. Maidstone to Key Street	- - -	- - -	- - -	- - -	4 3 5	- - -	222 14
30. Malling and Strood	- - -	37 0 0	- - -	*n* 164 0 0	- - -	- - -	568 17
31. Rochester and Maidstone	- - -	- - -	- - -	- - -	3 8 4	- - -	380 0
32. Sandwich, Margate, and Ramsgate	7 6 4	73 14 5	10 11 9	200 0 0	- - -	- - -	785 11
33. Sevenoaks	- - -	- - -	- - -	- - -	3 7 3	- - -	518 14
34. Stockershead to Bagham's Cross	2 2 0	- - -	- - -	- - -	2 17 6	- - -	100 19
35. Tenterden	2 1 4	209 4 0	- - -	*o* 198 15 0	23 10 10	- - -	1,038 11
36. Tonbridge	16 8 0	- - -	- - -	- - -	32 4 6	- - -	1,725 5
37. Tonbridge and Ightham	303 8 9	- - -	- - -	- - -	5 6 6	- - -	514 0
38. Tonbridge and Maidstone	6 16 6	- - -	53 15 0	- - -	10 6 3	- - -	849 3
39. Wadhurst and West Farleigh	13 4 5	74 7 6	- - -	*m* 122 10 0	21 18 6	- - -	487 4
40. Westerham and Edenbridge	40 6 0	- - -	- - -	- - -	15 3 11	- - -	713 15
41. Whitstable	21 16 0	- - -	- - -	- - -	26 4 0	- - -	268 12
42. Woodchurch	- - -	48 19 11	- - -	*q* 60 8 7	5 12 10	- - -	295 4
43. Wrotham Heath	- - -	- - -	- - -	- - -	2 8 6	- - -	510 17
44. Wrotham and Maidstone	- - -	- - -	- - -	- - -	2 10 0	- - -	1,313 7
£	1,201 18 0	2,570 2 9	450 14 7	4,606 18 7	605 18 5	- - -	30,396 12
COUNTY OF LANCASTER.							
1. Adlington and Westhoughton	- - -	48 11 10	- - -	*r* 400 0 0	16 15 7	- - -	490 10
2. Barton Bridge and Moses Gate	2 11 0	22 2 6	- - -	- - -	52 7 6	- - -	1,327 1
3. Barton Bridge and Stretford	15 4 0	73 15 0	- - -	- - -	12 11 0	- - -	233 18
4. Blackburn to Addingham and Cocking End	14 7 10	598 19 4	- - -	1,886 3 9	16 18 0	- - -	4,533 4
5. Blackburn and Preston	- - -	390 8 10	- - -	300 0 0	1 19 1	- - -	1,070 18
6. Blackburn to Walton Cop	8 14 5	186 12 0	- - -	- - -	4 13 10	- - -	748 9
7. Bolton and Blackburn	- - -	600 10 9	- - -	*t* 865 0 0	4 18 2	- - -	1,580 8
8. Bolton and Nightingales	4 2 10	406 10 3	- - -	*u* 600 0 0	35 2 6	- - -	1,632 0
9. Bolton and St. Helen's	156 7 2	239 7 8	- - -	*v* 1,150 0 0	17 15 10	- - -	2,527 3
10. Bolton and Westhoughton	- - -	73 0 3	- - -	100 0 0	9 14 0	- - -	368 13
11. Burnley to Edenfield Chapel	10 9 4	198 17 1	- - -	300 0 0	26 18 5	- - -	1,927 17
12. Bury to Blackburn, Whalley, &c.	30 0 0	315 9 10	- - -	1,250 0 0	105 18 6	- - -	4,932 16
13. Bury and Bolton	- - -	247 0 8	- - -	*x* 800 0 0	- - -	- - -	1,112 0
14. Clitheroe to Blackburn and Mellor Brook	23 18 10	628 6 8	- - -	*a* 60 0 0	19 14 11	- - -	1,163 0
15. Crossford Bridge and Manchester	29 13 0	- - -	427 9 6	- - -	*y* 302 4 1	- - -	2,151 4

a For debts of 100*l.*
b For debts of 120*l.*
c For debts of 300*l.*
d For debts of 248*l.* 16*s.*
e For debts of 244*l.* 3*s.* 4*d.*
f For debts of 900*l.*
g A portion relinquished.
h For debts of 150*l.*
i For debts of 500*l.*
j For debts of 265*l.*
k For debts of 150*l.*
l For debts of 265*l.*
m For debts of 244*l.* 3*s.* 4*d.*
n For debts of 900*l.*
o Including 2,050*l.* at 5 per cent.
p For debts of 967*l.* 10*s.* 6*d.*
q For debts of 244*l.* 3*s.* 4*d.*
r For debts of 900*l.*
s Including 2,050*l.* at 5 per cent.
t For debts of 967*l.* 10*s.* 6*d.*
u For debts of 900*l.*
v For debts of 1,150*l.*
x For debts of 800*l.*
y Including 84*l.* 19*s.* 11*d.* rents, and 151*l.* 17*s.* 8*d.* for watering.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,750 0 0	4	- -	- - -	- - -	1,750 0 0	- - -	- - -	- - -	- - -	74 18 0	74 18 0
- - -	- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	611 6 9	611 6 9
700 0 0	4	- -	- - -	- - -	700 0 0	- - -	- -	28 0 0	- -	29 11 7	57 11 7
2,935 5 11	3	- -	44 0 7	- - -	2,979 6 6	- -	- -	- -	- -	245 19 8	245 19 8
2,202 5 0	3	- -	- - -	- - -	2,202 5 0	- -	- -	- -	- -	330 5 7	330 5 7
6,346 9 6	3½	- -	230 10 7	- - -	6,577 0 1	- -	- -	- -	- -	632 10 7	632 10 7
3,100 0 0	4½	17 11 10	68 8 9	- - -	3,186 0 7	- -	- -	- -	- -	201 7 6	201 7 6
- - -	- -	22 15 6	- - -	- - -	22 15 6	- -	- -	- -	- -	71 8 1	71 8 1
2,500 0 0	2	- -	51 0 0	- - -	2,551 0 0	- -	- -	- -	- -	141 7 9	141 7 9
2,250 0 0	4	25 10 0	9 16 8	- -	2,285 6 8	- -	- -	- -	- -	176 13 3	176 13 3
- - -	- -	70 0 0	- - -	- - -	70 0 0	5 16 6	- -	- -	- -	361 19 4	367 15 10
600 0 0	5 & 4⅞	- -	- - -	- - -	600 0 0	39 16 2	- -	- -	- -	20 7 0	60 3 2
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	378 16 10	378 16 10
1,989 16 0	*g* 3	42 0 3	- - -	- - -	2,031 16 3	- -	- -	- -	- -	0 12 3	0 12 3
1,083 0 0	5	- -	507 16 6	- - -	1,590 16 6	12 18 9	- -	- -	70 18 0	141 15 1	225 11 10
1,550 0 0	3	- -	117 0 0	- - -	1,667 0 0	4 15 4	- -	- -	- -	311 13 4	316 8 8
1,550 0 0	4	- -	31 0 0	- -	1,581 0 0	- -	- -	- -	- -	790 3 3	790 3 3
4,136 17 6	1½	- -	- - -	- - -	4,136 17 6	- -	- -	- -	- -	55 18 4	55 18 4
2,100 0 0	3	69 19 3	- - -	- - -	2,169 19 3	- -	- -	- -	- -	131 2 3	131 2 3
1,050 0 0	3	86 14 2	- - -	- - -	1,136 14 2	- -	- -	- -	- -	305 19 2	305 19 2
5,100 0 0	2	- -	315 0 0	- -	5,415 0 0	- -	- -	- -	- -	250 13 9	250 13 9
1,594 3 2	2½ & 3½	256 3 3	23 8 0	- -	1,873 14 5	- -	- -	- -	- -	15 11 7	15 11 7
16,250 0 0	5	*j* 536 0 8	18,541 10 5	- -	35,327 11 1	—	—	—	—	—	—
1,650 0 0	3	- -	- - -	- - -	1,650 0 0	- -	- -	- -	- -	136 13 3	136 13 3
5,980 10 0	2	12 6 8	21 10 10	- -	6,014 7 6	- -	- -	- -	- -	360 11 10	360 11 10
- - -	- -	243 9 7	- - -	- -	243 9 7	- -	- -	- -	- -	466 0 9	466 0 9
9,054 10 0	4	- -	212 15 2	- -	9,267 5 2	- -	- -	- -	- -	213 16 7	213 16 7
- - -	- -	155 16 0	- - -	- -	155 16 0	- -	- -	- -	- -	212 6 10	212 6 10
- - -	- -	- -	- - -	62 16 8	62 16 8	—	—	—	—	—	—
2,820 0 0	2	- -	205 18 0	- -	3,025 18 0	- -	- -	- -	- -	381 12 3	381 12 3
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	82 2 0	82 2 0
1,400 0 0	4	- -	46 10 0	- -	1,446 10 0	57 6 8	- -	- -	- -	270 7 5	327 14 1
- - -	- -	- -	- - -	- -	- - -	- -	- -	40 0 0	- -	454 10 10	494 10 10
1,550 0 0	1*d.*	- -	0 6 5	- -	1,550 6 5	- -	- -	- -	- -	113 3 4	113 3 4
5,565 0 0	3	15 0 0	- - -	- -	5,580 0 0	- -	- -	- -	- -	263 13 5	263 13 5
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	612 4 10	612 4 10
4,862 10 0	*p* None	38 8 4	*p* - -	31 15 5	4,932 13 9	- -	29 10 0	- -	23 12 6	- - -	53 2 6
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	20 1 10	20 1 10
2,650 0 0	2¾	20 12 11	- - -	- -	2,670 12 11	- -	- -	- -	- -	374 16 8	374 16 8
—	—	—	—	—	—	—	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	275 0 3	275 0 3
2,449 14 11	2	- -	- - -	- -	2,449 14 11	- -	9 0 1	- -	- -	60 19 11	70 0 0
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	441 9 7	441 9 7
- - -	- -	300 8 3	- - -	- - -	300 8 3	- -	- -	- -	- -	507 12 7	507 12 7
6,770 2 0	- -	1,912 16 8	20,426 11 11	94 12 1	119,204 2 8	120 13 5	38 10 1	68 0 0	94 10 6	10,527 5 1	10,848 19 1
2,150 0 0	2	- -	5 0 0	- -	2,155 0 0	- -	- -	- -	- -	225 14 4	225 14 4
500 0 0	4½	- -	18 4 0	- -	518 4 0	- -	- -	- -	- -	569 18 4	569 18 4
1,500 0 0	5	24 11 2	- - -	- - -	1,524 11 2	- -	- -	- -	- -	75 17 2	75 17 2
2,206 13 8	4	- -	359 17 1	- -	12,566 10 9	- -	- -	- -	- -	2,982 5 2	2,982 5 2
17,408 2 6	2	- -	142 8 3	- -	17,550 10 9	- -	- -	- -	- -	530 8 0	530 8 0
7,406 10 0	3	198 7 5	257 15 8	- -	7,862 13 1	- -	81 0 0	- -	63 0 0	277 10 7	421 10 7
5,517 9 6	3½	8 7 0	79 18 4	- -	15,605 14 10	- -	- -	- -	- -	239 2 7	239 2 7
2,844 16 8	3	- -	- - -	- -	12,844 16 8	- -	- -	- -	- -	1,117 17 11	1,117 17 11
4,544 15 0	4	39 2 2	- - -	- -	4,583 17 2	- -	- -	- -	- -	48 17 5	48 17 5
1,370 0 0	3	25 15 3	- - -	- -	1,395 15 3	- -	- -	- -	- -	72 18 2	72 18 2
2,620 0 0	5	- -	14 0 0	- -	2,634 0 0	- -	- -	- -	- -	258 7 4	258 7 4
4,400 0 0	5	- -	- - -	- -	4,400 0 0	- -	- -	- -	- -	188 10 7	188 10 7
0,929 4 1	2	- -	70 0 0	- -	10,999 4 1	- -	- -	- -	- -	335 19 2	335 19 2
2,200 0 0	5	- -	- - -	- -	12,200 0 0	- -	- -	- -	- -	57 4 0	57 4 0
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	78 5 10	78 5 10

e For debts of 400*l.* *f* For debts of 410*l.* 4*s.* *g* Reduced by Provisional Order. *h* For debts of 338*l.* 2*s.* 6*d.*
m For debts of 200*l.* *n* For debts of 225*l.* *o* For debts of 250*l.* *p* Interest and arrears extinguished by new Local Act.
For debts of 666*l.* 13*s.* 4*d.* *v* For debts of 1,190*l.* 4*s.* *w* Including 200*l.* at 4 per cent. *x* For debts of 1,220*l.* 16*s.* 10*d.*

1.	2.	3.	INCOME.					
NAMES OF COUNTIES AND TRUSTS.	Balance in Treasurers' Hands on 1st Jan. 1866.	Balance due to the Treasurers on 1st Jan. 1866.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou of Mo borrow the Sec of the
COUNTY OF LANCASTER—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
16. Dryclough, Shaw, and Rochdale	4,076 11 1	- - -	1,303 0 0	- - -	- - -	- -	162 2 4	-
17. Edenfield Chapel to Little Bolton	666 13 1	- - -	1,864 5 10	18 0 0	- - -	0 1 3	33 6 9	-
18. Elton and Blackburn	112 8 0	- - -	580 0 0	- - -	- - -	- -	5 8 8	-
19. Finnington and Chorley	- - -	381 2 11	257 6 7	- - -	- - -	- -	7 7 0	-
20. Garstang and Heiring-syke	73 16 2	- - -	468 5 0	- - -	- - -	- -	6 14 10	-
21. Haslingden and Todmorden	468 16 5	- - -	3,433 12 11	75 3 10	- - -	0 16 9	240 9 7	-
22. Hulme and Eccles *b*	364 13 7	- - -	*b* - -	- - -	- - -	- -	13 6 3	-
23. Hulton	- - -	162 8 3	766 13 4	- - -	- - -	1 2 0	21 19 9	-
24. Ince, Hindley, and Westhoughton	3 11 0	- - -	667 14 0	- - -	- - -	- -	1 10 8	-
25. Kirkby Kendal and Kirkby Ireleth	183 7 10	- - -	337 14 2	- - -	- - -	- -	- - -	-
26. Liverpool, Prescot, Ashton, and Warrington	1,028 12 6	- - -	4,902 13 7	- - -	- - -	72 6 2	373 7 9	-
27. Liverpool and Preston	363 9 4	- - -	3,657 18 0	- - -	- - -	4 15 3	61 19 10	-
28. Livesey Branch	195 3 3	- - -	55 9 9	- - -	- - -	- -	- - -	-
29. Manchester and Ashton-under-Lyne New Road	437 3 2	- - -	800 0 0	- - -	- - -	- -	66 19 1	-
30. Manchester and Bury New Road	331 2 10	- - -	1,900 0 0	- - -	- - -	- -	130 1 2	-
31. Manchester, Oldham, and Austerlands	1,521 18 4	- - -	3,939 2 10	- - -	- - -	- -	90 5 7	-
32. Manchester to Rochdale, &c., Manchester District	103 13 0	- - -	1,100 0 0	- - -	- - -	- -	19 4 11	-
33. Manchester and Saltersbrook	69 14 8	- - -	3,223 14 2	- - -	- - -	- -	*e* 753 7 7	-
34. Mather Fold	59 2 4	- - -	56 19 4	- - -	- - -	0 8 6	2 6 2	-
35. Moses Gate District	143 7 9	- - -	1,471 0 0	- - -	- - -	- -	29 19 1	-
36. Ditto, Ringley District	- - -	17 14 9	519 3 4	- - -	- - -	- -	*f* 305 4 10	-
37. Oldham and Ripponden	285 6 4	- - -	748 0 0	- - -	- - -	- -	4 19 8	-
38. Pendleton Roads	376 6 3	- - -	8,248 0 0	- - -	- - -	- -	165 19 5	-
39. Penwortham and Wrightington	- - -	118 7 1	1,006 0 0	- - -	- - -	- -	0 5 7	-
40. Preston and Garstang	273 5 6	- - -	1,126 13 4	- - -	- - -	- -	- - -	-
41. Prestwich, Bury, and Radcliffe	1,297 9 9	- - -	2,370 0 0	- - -	- - -	- -	191 5 9	-
42. Radcliffe	191 19 11	- - -	1,100 0 0	- - -	- - -	0 8 9	74 12 9	-
43. Ridghill and Lanes, and Holehouse	15 12 3	- - -	515 0 11	321 10 4	- - -	- -	5 4 0	-
44. Rochdale and Burnley	1,094 11 7	- - -	4,025 11 7	3 13 6	- - -	0 3 9	131 15 3	-
45. Rochdale and Edenfield	640 10 4	- - -	581 0 0	- - -	- - -	- -	17 15 10	-
46. Rochdale Lane-end to Land's-end in Heaton	18 11 3	- - -	360 19 0	- - -	- - -	- -	6 6 9	-
47. Rochdale and Manchester	149 7 10	- - -	3,200 0 0	- - -	- - -	- -	84 12 10	-
48. Sharples and Hoghton	1,567 1 0	- - -	346 1 11	- - -	- - -	0 1 3	54 16 10	-
49. Standedge and Oldham	200 3 3	- - -	588 6 8	- - -	- - -	- -	2 2 0	-
50. Ditto, Dobcross Road	3 8 3	- - -	23 4 5	- - -	- - -	- -	- - -	-
51. Ditto, Delph Road	- - -	- - -	- - -	- - -	- - -	- -	*h* 240 0 0	225
52. Sudden Bridge to Bury	- - -	30 7 5	1,038 3 6	- - -	- - -	- -	36 11 11	-
53. Ulverstone, Milnthorpe, and Lancaster	583 11 3	- - -	649 3 0	- - -	- - -	- -	38 2 3	-
54. Warrington to Lower Irlam	224 13 1	- - -	171 17 1	- - -	- - -	- -	4 12 7	-
55. Warrington and Wigan	522 13 8	- - -	671 19 6	- - -	- - -	- -	27 13 1	-
56. Wigan and Preston, North of Yarrow	106 18 6	- - -	1,017 0 0	- - -	- - -	- -	12 5 3	-
57. Ditto, South of Yarrow *i*	386 7 6	- - -	251 10 0	- - -	- - -	- -	*j* 74 18 2	-
£	23,704 11 1	795 3 7	84,968 4 6	1,324 6 11	- - -	83 14 2	4,444 10 7	225
COUNTY OF LEICESTER.								
1. Ashby-de-la-Zouch	655 4 0	- - -	1,386 9 3	- - -	- - -	1 19 0	- - -	-
2. Bridgeford Lane and Kettering (South Part of Northern Division)	37 14 9	- - -	588 7 11	- - -	- - -	- -	*l* 91 17 4	-
3. Burton Bridge to Market Bosworth	2,391 1 9	- - -	1,249 16 4	- - -	- - -	- -	- - -	-
4. Desford	126 10 0	- - -	297 16 8	- - -	- - -	- -	- - -	-
5. Hinckley and Lutterworth	81 17 4	- - -	517 5 0	- - -	- - -	- -	- - -	-
6. Hinckley and Melbourne	224 19 10	- - -	819 16 6	- - -	- - -	- -	4 8 6	-
7. Hinckley and Narborough	723 0 9	- - -	1,268 0 0	- - -	- - -	1 19 0	- - -	-
8. Hinckley and Narborough (through Sapcote)	- - -	- - -	80 2 0	- - -	- - -	- -	2 0 0	-
9. Leicester and Lutterworth	191 14 6	- - -	662 0 0	- - -	- - -	- -	- - -	-
10. Leicester and Peterborough, Leicester District	627 9 5	- - -	1,261 5 0	- - -	- - -	- -	1 12 0	-
11. Leicester and Welford	345 6 5	- - -	804 0 0	- - -	- - -	- -	- - -	-
12. Loughborough to Ashby-de-la-Zouch, &c., and Loughborough to Cavendish Bridge (united)	389 1 0	- - -	1,213 0 0	- - -	- - -	- -	- - -	-

a Including materials, &c. *b* The debts being paid, the tolls have been abolished. *c* Paid to parishes on the Trust ceasing.
g Paid to townships. *h* Contributions towards obtaining Local Act. *i* Local Act expired 1st November 1866.
l Including 77*l.* 5*s.* 7*d.* from Southern Division, and 11*l.* 19*s.* 9*d.* from Northern Division.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5.	1,465 2 4	- - -	- - -	- - -	- - -	- - -	36 7 11	- - -	30 0 0	10 0 0
7.	1,915 13 10	1 13 9	- - -	0 12 0	- - -	- - -	23 13 0	- - -	45 0 0	30 0 0
3.	585 8 8	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	15 0 0	20 0 0
9.	264 12 7	*a* 125 4 2	- - -	- - -	- - -	- - -	2 0 9	- - -	- - -	10 0 0
9.	474 19 10	- - -	- - -	- - -	- - -	- - -	19 9 3	10 0 0	10 10 0	- - -
.	3,750 4 1	951 18 8	168 10 1	1,178 3 0	- - -	8 0 0	66 17 3	25 0 0	5 5 0	120 0 0
2.	13 6 3	*c* 66 4 5	- - -	- - -	- - -	- - -	21 19 9	- - -	63 0 0	- - -
3.	789 15 1	352 11 4	83 6 1	66 2 5	- - -	1 5 0	23 8 1	- - -	20 0 0	- - -
4.	669 4 8	190 8 9	63 16 8	78 7 4	- - -	- - -	- - -	10 0 0	10 10 0	15 0 0
5.	337 14 2	20 1 7	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	25 0 0
6.	5,348 7 6	1,456 4 7	868 8 11	1,013 19 10	- - -	- - -	279 2 5	50 0 0	10 10 0	280 0 0
7.	3,724 13 1	1,063 11 6	500 7 7	1,575 16 4	- - -	- - -	77 9 11	50 0 0	75 0 0	225 0 0
8.	55 9 9	- - -	- - -	- - -	- - -	- - -	1 5 6	1 1 0	5 0 0	- - -
9.	866 19 1	154 0 11	28 5 0	181 3 7	- - -	- - -	4 13 10	- - -	20 0 0	10[illegible] 0 0
0.	2,030 1 2	272 9 10	123 9 2	755 2 0	- - -	1 0 0	34 19 1	- - -	42 0 0	45 0 0
.	4,029 8 5	621 13 8	213 12 0	1,279 12 1	- - -	- - -	58 3 9	*d* 50 18 4	80 0 0	200 0 0
.	1,119 4 11	241 2 6	182 8 2	304 14 6	- - -	- - -	71 1 3	- - -	42 0 0	65 0 0
5.	3,977 1 9	1,104 3 6	383 15 0	1,725 9 1	- - -	4 8 11	114 7 1	50 0 0	- - -	165 0 0
.	59 14 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	1 0 0
5.	1,500 19 1	374 2 1	143 9 9	286 18 9	- - -	0 12 10	90 18 10	- - -	21 0 0	50 0 0
5.	824 8 2	149 18 8	25 5 6	95 7 3	- - -	- - -	30 19 6	- - -	5 0 0	20 0 0
.	752 19 8	- - -	- - -	- - -	- - -	- - -	15 19 1	- - -	25 0 0	20 0 0
8.	8,413 19 5	2,873 1 8	1,405 4 0	3,002 8 8	- - -	0 17 6	250 16 3	- - -	105 0 0	290 0 0
9.	1,006 5 7	373 16 8	74 9 6	378 2 2	- - -	- - -	- - -	10 0 0	40 0 0	50 0 0
9.	1,126 13 4	*g* 120 0 0	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	10 0 0
1.	2,561 5 9	300 8 2	36 7 9	339 8 10	- - -	- - -	108 0 1	10 0 0	26 5 0	80 0 0
2.	1,175 1 6	227 16 0	65 11 9	208 5 0	- - -	1 0 0	20 10 1	- - -	31 10 0	12 0 0
3.	841 15 3	202 2 5	51 2 10	47 18 9	- - -	6 10 3	14 17 11	- - -	- - -	30 0 0
4.	4,161 4 1	765 11 3	273 6 8	721 12 9	50 0 0	5 10 2	58 0 4	25 0 0	20 0 0	125 0 0
5.	598 15 10	- - -	- - -	- - -	- - -	- - -	30 10 5	- - -	30 6 5	15 15 0
6.	367 5 9	- - -	- - -	- - -	- - -	- - -	6 11 4	- - -	21 0 0	20 0 0
7.	3,284 12 10	683 12 11	232 5 4	1,036 3 7	- - -	- - -	81 3 3	20 0 0	70 0 0	145 0 0
8.	401 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	10 0 0
9.	590 8 8	- - -	- - -	- - -	- - -	- - -	2 7 9	- - -	- - -	- - -
0.	23 4 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1.	465 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2.	1,074 15 5	106 1 2	0 9 0	131 15 3	- - -	- - -	20 5 2	- - -	25 0 0	30 0 0
3.	687 5 3	190 0 0	30 0 0	30 0 0	- - -	- - -	11 9 5	10 0 0	10 0 0	20 0 0
4.	176 9 8	- - -	- - -	- - -	- - -	- - -	1 7 6	7 10 0	10 0 0	- - -
5.	699 12 7	- - -	- - -	- - -	- - -	- - -	17 4 0	15 0 0	10 0 0	5 0 0
6.	1,029 5 3	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	20 0 0	- - -
7.	426 8 2	*k* 277 12 9	- - -	69 14 7	- - -	- - -	7 0 3	- - -	10 10 0	- - -
	91,045 16 2	18,240 0 6	6,569 11 9	18,486 14 6	50 0 0	150 10 0	2,233 18 7	480 9 4	1,429 0 3	3,003 15 0
1.	1,388 8 3	217 17 5	149 19 1	413 13 9	- - -	- - -	70 13 7	- - -	42 10 0	55 5 0
2.	680 5 3	130 14 4	56 6 0	369 6 11	- - -	- - -	25 7 8	- - -	20 0 0	50 0 0
3.	1,249 16 4	137 13 11	4 0 6	620 2 10	3 2 8	8 0 0	43 4 6	- - -	15 0 0	40 0 0
4.	297 16 8	- - -	- - -	- - -	- - -	- - -	14 2 1	- - -	6 6 0	- - -
5.	517 5 0	53 19 2	55 8 11	59 8 10	- - -	- - -	41 19 8	- - -	25 0 0	30 0 0
6.	824 5 0	177 5 11	51 7 7	47 8 10	- - -	- - -	23 16 7	10 0 0	25 0 0	45 0 0
7.	1,269 19 0	336 17 11	90 9 3	335 14 4	- - -	5 4 2	103 6 4	- - -	47 10 0	64 7 6
8.	82 2 0	- - -	- - -	- - -	- - -	- - -	1 13 9	- - -	- - -	10 0 0
9.	662 0 0	91 1 6	1 8 0	295 5 5	- - -	- - -	29 10 10	- - -	32 10 0	42 5 0
0.	1,262 17 0	168 16 10	159 14 4	272 13 9	- - -	- - -	66 7 0	- - -	37 10 0	48 15 0
1.	804 0 0	88 18 3	5 13 0	105 8 9	- - -	- - -	35 10 11	- - -	37 10 0	48 15 0
2.	1,213 0 0	251 6 8	198 18 3	377 7 3	- - -	- - -	81 11 9	10 0 0	30 0 0	100 0 0

d To Comptroller. *e* Including 635*l.* from Corporation of Manchester. *f* Including 290*l.* 18*s.* 10*d.* from Moses Gate Trust.
j Including proceeds of sale of Trust property. *k* Contract work.

(Continued on page 40.)

(Continued from page 39.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF LANCASTER—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
16. Dryclough, Shaw, and Rochdale	234 3 8	1,076 3 10	- - -	- - -	51 13 11	- - -	1,438 9 4
17. Edenfield Chapel to Little Bolton	9 0 6	457 0 11	- - -	*b* 1,208 6 3	37 0 8	- - -	1,812 7 1
18. Elton and Blackburn	- - -	170 16 8	- - -	*c* 400 0 0	15 9 8	- - -	626 6 4
19. Finnington and Chorley	10 0 1	18 7 10	- - -	- - -	59 19 9	- - -	225 12 7
20. Garstang and Heiring-syke	8 8 0	323 17 0	- - -	- - -	0 13 4	- - -	372 17 7
21. Haslingden and Todmorden	16 17 0	543 8 0	- - -	586 7 0	55 9 10	- - -	3,725 15 10
22. Hulme and Eccles	7 1 2	95 12 6	- - -	120 0 0	4 2 0	- - -	377 19 10
23. Hulton	5 7 0	2 9 2	- - -	- - -	33 3 10	- - -	587 12 11
24. Ince, Hindley, and Westhoughton	7 15 10	92 0 0	- - -	- - -	38 4 8	- - -	506 3 3
25. Kirkby Kendal and Kirkby Ireleth	- - -	79 18 0	- - -	150 0 0	33 2 8	- - -	323 2 3
26. Liverpool, Prescot, Ashton, and Warrington	72 13 0	183 3 0	*e* 855 8 5	- - -	231 1 8	- - -	5,300 11 10
27. Liverpool and Preston	- - -	86 10 5	- - -	- - -	7 0 0	- - -	3,660 15 9
28. Livesey Branch	- - -	- - -	- - -	- - -	0 9 10	- - -	7 16 4
29. Manchester and Ashton-under-Lyne New Road	6 13 6	46 10 6	- - -	*f* 800 0 0	10 8 8	- - -	1,261 16 0
30. Manchester and Bury New Road	- - -	- - -	- - -	*g* 911 10 0	75 13 3	- - -	2,261 3 4
31. Manchester, Oldham, and Austerlands	*h* 185 9 5	110 11 9	1,190 10 10	1,348 2 0	148 8 2	- - -	5,487 2 0
32. Manchester to Rochdale, &c., Manchester District	22 3 8	61 15 3	- - -	- - -	74 2 4	- - -	1,064 7 8
33. Manchester and Saltersbrook	85 10 0	- - -	104 19 2	- - -	75 0 7	- - -	3,812 13 4
34. Mather Fold	6 1 0	16 9 11	- - -	*i* 50 10 0	4 15 9	- - -	83 16 8
35. Moses Gate District	123 7 4	66 14 6	- - -	- - -	*j* 318 10 0	- - -	1,475 14 1
36. Ditto, Ringley District	826 1 10	20 3 4	- - -	- - -	15 16 8	- - -	1,188 12 9
37. Oldham and Ripponden	18 14 2	310 9 6	- - -	*k* 365 1 3	12 16 4	- - -	768 0 4
38. Pendleton Roads	5 7 8	36 5 6	- - -	- - -	273 14 1	- - -	8,242 15 4
39. Penwortham and Wrightington	11 9 8	11 16 0	- - -	- - -	20 6 6	- - -	970 0 6
40. Preston and Garstang	- - -	164 15 5	- - -	*m* 600 0 0	- - -	- - -	914 15 5
41. Prestwich, Bury, and Radcliffe	6 1 4	136 10 8	- - -	1,000 0 0	0 8 0	- - -	2,043 9 10
42. Radcliffe	3 3 0	125 3 4	57 1 10	- - -	19 2 9	- - -	771 3 9
43. Ridghill and Lanes, and Holehouse	51 9 8	108 0 0	- - -	300 0 0	9 10 9	- - -	821 12 7
44. Rochdale and Burnley	99 5 4	608 4 4	- - -	*n* 1,092 6 0	83 10 2	- - -	3,927 7 0
45. Rochdale and Edenfield	467 15 11	386 14 0	- - -	- - -	8 11 5	- - -	939 13 2
46. Rochdale Lane-end to Land's-end in Heaton	1 6 8	46 17 2	- - -	270 0 0	1 2 8	- - -	366 17 10
47. Rochdale and Manchester	11 14 10	127 11 10	47 14 9	150 0 0	*p* 192 4 7	- - -	2,797 11 1
48. Sharples and Hoghton	- - -	2 8 5	- - -	- - -	9 15 9	- - -	47 4 2
49. Standedge and Oldham	490 0 0	- - -	- - -	- - -	40 5 0	- - -	532 12 9
50. Ditto, Dobcross Road	- - -	- - -	- - -	- - -	- - -	- - -	- - -
51. Ditto, Delph Road	240 0 0	- - -	- - -	- - -	- - -	- - -	240 0 0
52. Sudden Bridge to Bury	1 6 8	202 19 6	- - -	505 10 0	4 6 2	- - -	1,027 12 11
53. Ulverstone, Milnthorpe, and Lancaster	- - -	- - -	- - -	246 0 0	22 11 7	- - -	570 1 0
54. Warrington to Lower Irlam	8 3 7	92 5 1	- - -	*r* 200 0 0	0 12 5	- - -	319 18 7
55. Warrington and Wigan	7 10 6	604 4 4	- - -	- - -	1 10 9	- - -	660 9 7
56. Wigan and Preston, North of Yarrow	- - -	787 1 1	- - -	- - -	5 13 7	- - -	817 14 8
57. Ditto, South of Yarrow	66 12 2	15 10 8	- - -	360 0 0	5 15 3	- - -	812 15 8
£	3,412 2 7	11,248 2 1	2,683 4 6	18,374 16 3	2,629 16 5	- - -	88,992 1 9
COUNTY OF LEICESTER.							
1. Ashby-de-la-Zouch	134 6 4	39 12 7	57 9 6	275 0 0	21 18 4	- - -	1,478 5 7
2. Bridgeford Lane and Kettering (South Part of Northern Division)	16 6 0	- - -	15 0 0	- - -	21 11 0	- - -	704 11 11
3. Burton Bridge to Market Bosworth	- - -	- - -	257 3 0	- - -	9 17 11	- - -	1,138 5 4
4. Desford	17 12 5	53 7 4	- - -	*u* 200 0 0	- - -	- - -	291 7 10
5. Hinckley and Lutterworth	5 0 0	106 2 8	- - -	- - -	18 3 6	- - -	395 2 9
6. Hinckley and Melbourne	1 11 6	92 6 11	- - -	- - -	25 16 3	- - -	499 13 7
7. Hinckley and Narborough	9 3 0	9 19 10	57 8 8	200 0 0	15 15 8	- - -	1,275 16 8
8. Hinckley and Narborough (through Sapcote)	- - -	- - -	- - -	70 8 3	- - -	- - -	82 2 0
9. Leicester and Lutterworth	- - -	30 9 10	- - -	159 0 0	- - -	- - -	681 10 7
10. Leicester and Peterborough, Leicester District	11 11 2	- - -	5 7 3	- - -	*x* 339 18 1	- - -	1,110 13 5
11. Leicester and Welford	- - -	146 5 11	- - -	*y* 300 0 0	- - -	- - -	768 1 10
12. Loughborough to Ashby-de-la-Zouch, &c., and Loughborough to Cavendish Bridge (united)	23 16 3	108 5 9	- - -	*z* 151 15 6	- - -	- - -	1,333 1 5

a Under new Act to be reduced to 2 per cent. after three years. *b* For debts of 1,481*l.* 4*s.* 9*d.* *c* For debts of 463*l.* on the other side of the account. *f* For debts of 1,600*l.* *g* For debts of 1,018*l.* 6*s.* 8*d.* *h* For two years. *m* For debts of 709*l.* 5*s.* 7*d.* *n* For debts of 1,097*l.* 16*s.* *o* Reduced by new Local Act. *p* Including 109*l.* 2*s.* 3*d.* for watering. *t* Unclaimed. *u* For debts of 242*l.* *v* Including 71*l.* 4*s.* 7*d.* at 5 per cent. *w* Interest relinquished and arrears extinguished by consent of the creditor.

	DEBTS.						ARREARS OF INCOME.					
	27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.	20,394 10 0	*a* 5	522 16 4	17,189 9 4	- - -	38,106 15 8	- -	- -	- -	- -	4,103 4 1	4,103 4 1
7.	13,188 4 7	3¼	- -	311 17 6	- - -	13,500 2 1	- -	- -	- -	260 14 7	769 19 10	1,030 14 5
8.	*d*18,735 10 10	2½	- -	5 17 7	- - -	18,741 8 5	- -	- -	- -	- -	71 10 4	71 10 4
9.	367 17 8	5	- -	18 7 10	342 2 11	728 8 5	- -	96 17 1	- -	- -	- - -	96 17 1
0.	11,664 19 10	2¾	15 16 6	- - -	- - -	11,680 16 4	38 0 0	- -	- -	- -	175 18 5	213 18 5
1.	14,396 14 0	3½	- -	189 14 5	- - -	14,586 8 5	- -	- -	- -	- -	493 4 8	493 4 8
2.	—	—	—	—	—	—	—	—	—	—	—	—
3.	50 0 0	5	- -	2 10 0	- - -	52 10 0	- -	- -	- -	15 0 0	39 13 11	54 13 11
4.	2,300 0 0	4	- -	- - -	- - -	2,300 0 0	- -	- -	- -	88 11 4	166 12 5	255 3 9
5.	1,848 0 0	4	- -	- - -	- - -	1,848 0 0	- -	- -	- -	- -	197 19 9	197 19 9
6.	4,070 0 0	4½	- -	- - -	- - -	4,070 0 0	- -	- -	- -	- -	1,076 8 2	1,076 8 2
7.	2,200 0 0	4	- -	- - -	- - -	2,200 0 0	- -	- -	- -	- -	427 6 8	427 6 8
8.	835 0 0	None	- -	- - -	- - -	835 0 0	- -	- -	- -	- -	242 16 8	242 16 8
9.	9,298 10 7	½	- -	20 14 4	- - -	9,319 4 11	- -	- -	- -	- -	42 6 3	42 6 3
0.	4,487 17 0	None	- -	- - -	- - -	4,487 17 0	- -	- -	- -	- -	100 0 8	100 0 8
1.	1,856 11 0	5	124 4 3	55 9 7	- - -	2,036 4 10	- -	- -	- -	- -	64 4 9	64 4 9
2.	1,400 0 0	4½	20 0 0	- - -	- - -	1,420 0 0	- -	- -	- -	- -	158 10 3	158 10 3
3.	- - -	- -	51 17 0	- - -	- - -	51 17 0	- -	- -	- -	- -	234 3 1	234 3 1
4.	238 10 0	3½	0 5 3	24 6 4	- - -	263 1 7	- -	- -	- -	- -	34 19 8	34 19 8
5.	1,100 0 0	5	19 0 0	- - -	- - -	1,119 0 0	- -	- -	290 18 10	- -	168 12 9	459 11 7
6.	600 0 0	5	290 18 10	70 0 0	381 19 4	1,342 18 2	- -	- -	- -	19 0 0	- - -	19 0 0
7.	12,123 13 0	2½	62 17 8	182 5 9	- - -	12,368 16 5	- -	- -	- -	- -	270 5 8	270 5 8
8.	973 0 0	4	9 16 6	0 12 0	- - -	983 8 6	- -	- -	- -	- -	547 10 4	547 10 4
9.	400 0 0	*l* 5	- -	24 0 0	82 2 0	506 2 0	—	—	—	—	—	—
0.	7,575 13 7	2	- -	- - -	- - -	7,575 13 7	- -	- -	- -	- -	485 3 5	485 3 5
1.	3,300 0 0	4	- -	- - -	- - -	3,300 0 0	- -	- -	- -	- -	1,815 5 8	1,815 5 8
2.	2,500 0 0	5	79 1 6	- - -	- - -	2,579 1 6	- -	- -	- -	- -	595 17 8	595 17 8
3.	2,724 9 5	4	- -	162 6 7	- - -	2,886 16 0	- -	287 9 5	- -	- -	35 14 11	323 4 4
4.	11,540 0 0	5	79 8 6	25 0 0	- - -	11,644 8 6	- -	- -	- -	- -	1,328 8 8	1,328 8 8
5.	6,500 0 0	*o* 3	- -	- - -	- - -	6,500 0 0	- -	- -	- -	- -	299 13 0	299 13 0
6.	1,604 3 4	2½	- -	- - -	- - -	1,604 3 4	- -	- -	- -	- -	18 19 2	18 19 2
7.	*q* 2,770 0 0	4½	- -	- - -	- - -	2,770 0 0	- -	- -	- -	- -	636 9 7	636 9 7
8.	2,765 6 0	1¼	0 5 3	457 15 9	- - -	3,223 7 0	- -	- -	- -	- -	1,920 16 10	1,920 16 10
9.	- - -	- -	867 12 10	- - -	- - -	867 12 10	- -	- -	- -	- -	257 19 2	257 19 2
0.	900 0 0	3	- -	- - -	- - -	900 0 0	- -	- -	- -	- -	26 12 8	26 12 8
1.	225 0 0	3	- -	- - -	- - -	225 0 0	- -	- -	- -	- -	225 0 0	225 0 0
2.	6,404 0 6	3	- -	- - -	- - -	6,404 0 6	- -	- -	- -	- -	16 15 1	16 15 1
3.	9,269 0 0	None	- -	- - -	- - -	9,269 0 0	- -	- -	- -	- -	700 15 6	700 15 6
4.	8,273 7 8	1	- -	114 17 11	- - -	8,388 5 7	- -	- -	- -	- -	81 4 2	81 4 2
5.	14,469 0 0	5	- -	2,990 14 7	- - -	17,459 14 7	- -	- -	- -	- -	561 16 8	561 16 8
6.	26,655 0 0	3	- -	204 8 6	- - -	26,859 8 6	- -	- -	- -	- -	318 9 1	318 9 1
7.	—	—	—	—	—	—	—	—	—	—	—	—
	335,601 10 5	- -	2,440 3 5	22,997 11 4	806 4 3	361,845 9 5	38 0 0	465 6 6	290 18 10	446 5 11	25,769 6 2	27,009 17 5
1.	625 0 0	5	- -	- - -	- - -	625 0 0	- -	- -	- -	- -	565 6 8	565 6 8
2.	*s* - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	13 8 1	13 8 1
3.	*t* 50 0 0	5	- -	72 18 9	- - -	122 18 9	110 3 8	- -	- -	- -	2,502 12 9	2,612 16 5
4.	1,983 11 6	2½	- -	- - -	- - -	1,983 11 6	- -	- -	- -	- -	132 18 10	132 18 10
5.	*v* 1,699 19 7	4	- -	136 18 7	- -	1,836 18 2	- -	- -	- -	- -	203 19 7	203 19 7
6.	2,440 0 0	3½	- -	204 5 5	- - -	2,644 5 5	57 7 2	- -	- -	- -	549 11 3	606 18 5
7.	- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	717 3 1	717 3 1
8.	5,132 1 9	*w* None	- -	- - -	- - -	5,132 1 9	—	—	—	—	—	—
9.	500 0 0	5	- -	- - -	- - -	500 0 0	- -	- -	- -	- -	172 3 11	172 3 11
0.	4,333 6 8	4½	- -	1,183 10 8	- - -	5,516 17 4	- -	- -	- -	- -	779 13 0	779 13 0
1.	3,711 6 10	3½	- -	- - -	- - -	3,711 6 10	- -	- -	- -	- -	381 4 7	381 4 7
2.	3,020 0 0	3½	- -	3 1 11	- - -	3,023 1 11	- -	- -	- -	- -	268 19 7	268 19 7

d Including 15,398*l.* 10*s.* 10*d.* at 10*s.* per cent. *e* Portions of this sum, amounting to 188*l.* 11*s.* 7*d.*, have been repaid, and are included
i For debts of 55*l.* *j* Including 290*l.* 18*s.* 10*d.* to Ringley Branch. *k* For debts of 724*l.* 10*s.* *l* Reduced by consent.
q Including 720*l.* at 4 per cent. *r* For debts of 836*l.* 16*s.* 4*d.* *s* The debt, having been unclaimed for many years, has been omitted.
x Including 330*l.* 13*s.* 9*d.* paid to the Uppingham District. *y* For debts of 318*l.* *z* For debts of 164*l.* 1*s.* 8*d.*

1. Names of Counties and Trusts.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF LEICESTER—*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
13. Market Harborough and Coventry	511 3 4	- - -	1,218 5 0	- - -	- - -	1 4 0	- - -	- - -
14. Market Harborough and Loughborough	1,792 18 10	- - -	2,917 8 10	- - -	- - -	- -	13 11 0	- - -
15. Melton Mowbray	378 13 8	- - -	1,087 9 4	- - -	- - -	- -	0 12 6	- - -
16. Melton Mowbray and Grantham	155 1 4	- - -	814 11 6	- - -	- - -	0 1 0	- - -	- - -
17. Moira and Gresley	186 2 6	- - -	924 16 1	- - -	- - -	- -	- - -	- - -
18. Tamworth to Harrington Bridge	349 1 0	- - -	831 1 8	- - -	- - -	- -	- - -	- - -
£	9,167 0 5	- - -	17,941 11 1	- - -	- - -	5 3 0	114 1 4	- - -
COUNTY OF LINCOLN.								
1. Bourn	138 3 8	- - -	359 3 4	- - -	- - -	0 10 0	- - -	- - -
2. Bridge End	210 14 6	- - -	498 18 1	- - -	- - -	- -	- - -	- - -
3. Deeping and Morcott	224 10 1	- - -	802 10 0	- - -	- - -	0 5 6	0 2 0	- - -
4. Dexthorpe	38 8 0	- - -	691 0 0	- - -	70 0 0	- -	- - -	- - -
5. Donington	116 13 0	- - -	1,630 10 0	314 5 0	- - -	1 5 0	42 16 11	- - -
6. Foston Bridge and Witham Common	384 15 4	- - -	450 8 4	- - -	- - -	0 0 3	- - -	- - -
7. Grantham and Nottingham, Eastern Division	41 2 11	- - -	369 0 0	- - -	- - -	- -	- - -	- - -
8. Holbeach *b*	2 14 10	- - -	97 10 0	- - -	- - -	- -	- - -	- - -
9. Leadenham and Southwell, Eastern District	133 4 4	- - -	473 0 0	- - -	- - -	- -	15 0 0	- - -
Lincoln:—								
10. Branston Road	50 12 3	- - -	780 0 0	- - -	- - -	- -	2 3 0	- - -
11. Newark Road	100 14 11	- - -	310 0 0	- - -	- - -	- -	2 12 3	- - -
12. Saxilby Road	173 16 6	- - -	180 0 0	147 0 0	- - -	- -	1 18 0	- - -
13. Sleaford Road	88 13 5	- - -	650 0 0	- - -	- - -	- -	2 3 0	- - -
14. Lincoln, Brigg, Barton, Caistor, and Melton	341 12 0	- - -	1,712 10 7	- - -	- - -	7 9 0	- - -	- - -
Lincoln Heath and Market Deeping:—								
15. Billingborough District	445 12 2	- - -	311 0 0	196 13 4	- - -	- -	- - -	- - -
16. Bourn District	123 15 3	- - -	1,085 1 8	180 3 10	- - -	- -	10 0 0	- - -
17. Sleaford District	156 16 5	- - -	962 5 0	399 12 0	- - -	- -	2 9 6	- - -
18. Louth	78 15 3	- - -	1,035 10 0	- - -	170 0 0	- -	3 11 0	- - -
19. Scartho	201 15 9	- - -	254 1 8	- - -	280 0 0	- -	- - -	- - -
20. Sleaford and Tattershall	203 0 8	- - -	947 11 4	165 6 0	- - -	- -	2 18 0	- - -
21. Spalding Barrier Bank	- - -	- - -	105 0 0	- - -	- - -	- -	*e* 62 15 6	- - -
22. Spalding and Deeping	600 8 2	- - -	439 13 4	- - -	- - -	- -	7 13 6	- - -
23. Spilsby	354 7 0	- - -	1,416 0 0	327 7 6	- - -	- -	0 15 0	- - -
24. Ditto, Burton's Corner District	198 7 1	- - -	195 0 0	- - -	- - -	- -	- - -	- - -
25. Swineshead and Fosdyke	16 5 0	- - -	122 16 0	- - -	- - -	- -	- - -	- - -
£	4,424 18 6	- - -	15,878 9 4	1,730 7 8	520 0 0	9 9 9	156 17 8	- - -
COUNTY OF MIDDLESEX.								
1. Commercial Roads	8,693 19 5	- - -	16,564 9 8	- - -	- - -	- -	41 3 1	- - -
2. Marylebone and Finchley	2,825 10 11	- - -	3,075 0 0	- - -	- - -	- -	0 3 0	- - -
3. Metropolis Roads North of the Thames	2,308 16 9	- - -	24,902 8 0	- - -	- - -	- -	*g* 4,069 5 4	- - -
4. Pinner and Rickmersworth	578 0 7	- - -	680 10 0	- - -	- - -	- -	19 14 0	- - -
£	14,406 7 8	- - -	45,222 7 8	- - -	- - -	- -	4,130 5 5	- - -

a Contract work. *b* Local Act expired 1st November 1866. *c* Paid to parishes on the Trust ceasing.
g Including 3,387*l.* 16*s.* 1*d.* rents of estates. *h* Including payments to parishes.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,219 9 0	340 16 4	124 15 10	259 16 2	- - -	9 15 0	103 7 3	- - -	60 0 0	60 0 0
2,930 19 10	492 18 8	118 17 7	422 9 5	- - -	- - -	164 9 3	- - -	62 10 0	81 5 0
1,088 1 10	216 12 11	73 2 11	362 1 2	- - -	- - -	71 15 0	- - -	40 0 0	52 0 0
814 12 6	178 0 0	74 10 1	346 12 6	- - -	- - -	46 5 4	- - -	25 0 0	50 0 0
924 16 1	122 0 2	16 0 0	352 1 10	- - -	15 0 0	76 2 0	- - -	30 0 0	52 10 0
831 1 8	169 17 4	16 0 0	313 16 3	- - -	- - -	39 19 2	- - -	25 0 0	60 0 0
18,060 15 5	3,174 17 4	1,196 11 4	4,953 8 0	3 2 8	37 19 2	1,039 2 8	20 0 0	561 6 0	890 2 6
359 13 4	144 7 3	50 15 0	77 3 1	- - -	- - -	18 10 1	- - -	20 0 0	39 0 0
498 18 1	188 19 8	59 11 11	168 14 1	- - -	6 9 0	11 6 3	- - -	25 0 0	52 0 0
802 17 6	324 12 10	165 0 10	186 10 3	- - -	- - -	15 12 7	- - -	20 0 0	39 0 0
761 0 0	*a* 200 0 0	- - -	- - -	- - -	- - -	17 14 1	10 10 0	15 0 0	20 0 0
1,988 16 11	453 7 5	91 13 0	853 3 6	- - -	- - -	36 8 4	- - -	- - -	105 0 0
450 8 7	*a* 500 0 0	- - -	- - -	- - -	- - -	18 13 5	- - -	30 0 0	5 5 0
369 0 0	*a* 205 4 0	- - -	- - -	- - -	- - -	14 18 7	- - -	21 0 0	5 0 0
97 10 0	*c* 40 16 5	- - -	- - -	- - -	- - -	- - -	20 0 0	25 0 0	- - -
488 0 0	230 15 6	121 7 3	109 12 2	- - -	- - -	13 19 6	- - -	12 12 0	60 0 0
782 3 0	164 18 3	99 18 4	18 11 10	- - -	8 2 9	17 1 7	7 10 0	7 10 0	30 0 0
312 12 3	146 12 3	90 6 9	36 5 10	- - -	3 10 9	19 14 8	7 10 0	7 10 0	30 0 0
328 18 0	126 6 11	60 3 6	167 1 0	- - -	- - -	5 17 7	7 10 0	7 10 0	30 0 0
652 3 0	423 1 2	187 6 0	37 12 3	- - -	10 18 1	24 13 7	7 10 0	7 10 0	30 0 0
1,719 19 7	*d* 598 16 6	283 13 2	428 6 9	- -	4 14 6	30 19 0	20 0 0	30 0 0	140 0 0
507 13 4	18 16 0	1 6 9	36 0 2	- - -	- - -	2 5 0	- - -	20 0 0	10 0 0
1,275 5 6	539 13 2	186 15 6	262 7 2	- - -	27 6 10	44 16 1	- - -	30 0 0	72 16 0
1,364 6 6	618 17 2	197 16 5	226 14 1	- - -	32 15 10	42 1 6	- - -	30 0 0	85 10 0
1,209 1 0	*a* 500 0 0	- - -	- - -	- - -	- - -	58 18 0	10 10 0	16 16 0	30 0 0
534 1 8	- - -	- - -	- - -	- - -	- - -	13 11 10	5 0 0	5 0 0	10 0 0
1,115 15 4	145 16 1	100 7 11	214 5 3	- - -	- - -	45 14 4	- - -	25 0 0	40 0 0
167 15 6	39 16 1	34 10 1	88 15 9	- - -	- - -	4 13 7	- - -	- - -	- - -
447 6 10	*f* 110 17 0	32 15 2	156 7 7	- - -	- - -	6 13 1	- - -	20 0 0	- - -
1,744 2 6	*f* 394 15 2	285 11 7	300 12 8	- - -	- - -	45 15 7	- - -	15 0 0	65 0 0
195 0 0	34 18 7	8 17 0	66 8 9	- - -	- - -	16 10 10	- - -	5 0 0	15 0 0
122 16 0	1 10 0	- - -	- - -	- - -	- - -	7 3 3	- - -	14 5 0	7 10 0
18,295 4 5	6,152 17 5	2,057 16 2	3,434 12 2	- - -	93 17 9	533 12 4	96 0 0	409 13 0	921 1 0
16,605 12 9	746 0 11	1,682 13 10	2,251 16 6	- - -	- - -	1,628 6 0	- - -	330 0 0	315 0 0
3,075 3 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
28,971 13 4	*h* 5,754 19 10	4,067 9 2	12,277 3 3	- - -	- - -	1,248 9 4	- - -	*i* 491 13 4	993 6 8
700 4 0	85 8 0	33 4 2	15 7 0	- - -	- - -	30 14 11	- - -	20 0 0	50 0 0
49,352 13 1	6,586 8 9	5,783 7 2	14,544 6 9	- - -	- - -	2,907 10 3	- - -	841 13 4	1,358 6 8

(Continued on page 44.)

d Including 25*l.* to Brigg Local Board. *e* From South Holland Drainage Fund. *f* Including contract work. *i* Including Accountant.

(Continued from page 43.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure
COUNTY OF LEICESTER—*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
13. Market Harborough and Coventry	- - -	100 2 8	- - -	- - -	46 15 9	- - -	1,105 9
14. Market Harborough and Loughborough	21 18 9	150 15 5	10 4 0	1,200 0 0	11 6 0	- - -	2,736 14
15. Melton Mowbray	- - -	10 14 5	- - -	200 0 0	6 0 11	- - -	1,032 7
16. Melton Mowbray and Grantham	- - -	74 17 3	- - -	70 0 0	8 16 0	- - -	874 1
17. Moira and Gresley	- - -	22 11 11	- - -	- - -	0 5 0	- - -	686 10
18. Tamworth to Harrington Bridge	12 5 4	74 13 8	- - -	*b* 282 3 6	10 19 0	- - -	1,004 14
£	253 10 9	1,020 6 2	402 12 5	3,108 7 3	537 3 5	- - -	17,198 9
COUNTY OF LINCOLN.							
1. Bourn	- - -	- - -	- - -	- - -	6 5 10	- - -	356 1
2. Bridge End	- - -	12 10 0	- - -	- - -	15 16 0	- - -	540 6
3. Deeping and Morcott	- - -	- - -	- - -	- - -	18 2 8	- - -	768 19
4. Dexthorpe	- - -	102 3 10	- - -	*c* 295 0 0	9 2 10	70 0 0	739 10
5. Donington	33 19 0	238 12 5	- - -	*d* 317 10 0	14 5 3	- - -	2,143 18
6. Foston Bridge and Witham Common	3 3 8	- - -	- - -	- - -	4 10 0	- - -	561 12
7. Grantham and Nottingham, Eastern Division	13 6 3	85 14 4	- - -	- - -	1 3 6	- - -	346 6
8. Holbeach	- - -	- - -	- - -	- - -	14 8 5	- - -	100 4
9. Leadenham and Southwell, Eastern District	10 13 8	- - -	- - -	- - -	9 12 0	- - -	568 12
Lincoln:—							
10. Branston Road	3 18 11	37 1 0	- - -	- - -	1 11 0	- - -	396 3
11. Newark Road	3 18 11	- - -	- - -	- - -	1 11 0	- - -	347 0
12. Saxilby Road	3 18 10	42 19 1	- - -	- - -	1 11 4	- - -	452 18
13. Sleaford Road	3 18 10	- - -	- - -	- - -	1 11 0	- - -	734 0
14. Lincoln, Brigg, Barton, Caistor, and Melton	13 0 5	76 12 8	- - -	*f* 350 8 0	25 19 9	- - -	2,002 10
Lincoln Heath and Market Deeping:—							
15. Billingborough District	- - -	52 10 3	- - -	400 0 0	3 7 0	- - -	544 5
16. Bourn District	- - -	36 17 6	- - -	- - -	35 9 9	- - -	1,236 2
17. Sleaford District	5 1 0	41 18 9	- - -	*g* 196 0 0	16 16 0	- - -	1,493 10
18. Louth	- - -	109 10 5	- - -	*h* 350 0 0	11 4 10	170 0 0	1,256 19
19. Scartho	11 12 5	60 7 1	- - -	*i* 72 3 11	0 2 0	280 0 0	457 17
20. Sleaford and Tattershall	- - -	117 14 9	- - -	*j* 436 10 0	20 4 4	- - -	1,145 12
21. Spalding Barrier Bank	- - -	- - -	- - -	- - -	- - -	- - -	167 15
22. Spalding and Deeping	- - -	193 1 4	- - -	- - -	19 3 0	- - -	538 17
23. Spilsby	14 7 6	245 7 3	- - -	*g* 180 0 0	2 5 0	- - -	1,548 14
24. Ditto, Burton's Corner District	0 7 6	- - -	- - -	- - -	3 10 0	- - -	150 12
25. Swineshead and Fosdyke	- - -	92 7 6	- - -	- - -	4 4 0	- - -	126 19
£	121 6 11	1,545 8 2	- - -	2,597 11 11	241 16 6	520 0 0	18,725 13
COUNTY OF MIDDLESEX.							
1. Commercial Roads	248 15 10	2,351 12 11	- - -	*k* 8,041 10 0	151 0 1	- - -	17,746 16
2. Marylebone and Finchley	16 16 8	287 19 2	- - -	*l* 2,680 0 0	63 3 4	- - -	3,047 19
3. Metropolis Roads North of the Thames	144 1 11	- - -	- - -	- - -	1,309 10 1	- - -	26,286 13
4. Pinner and Rickmersworth	17 16 4	34 10 5	- - -	327 13 11	6 10 6	- - -	621 5
£	427 10 9	2,674 2 6	- - -	11,049 3 11	1,530 4 0	- - -	47,702 14

a Including 675*l.* not bearing interest. *b* For debts of 335*l.* *c* For debts of 300*l.* *d* For debts of 325*l.*
h For debts of 416*l.* 13*s.* 4*d.* *i* For debts of 96*l.* 5*s.* 3*d.* *j* For debts of 475*l.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,585 14 0	3	- -	924 7 11	- -	5,510 1 11	- -	- -	- -	- -	625 3 4	625 3 4
2,540 0 0	4	- -	- - -	- -	2,540 0 0	- -	- -	- -	- -	1,987 4 7	1,987 4 7
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	434 8 2	434 8 2
1,800 0 0	4	- -	- - -	- -	1,800 0 0	- -	- -	- -	- -	95 12 8	95 12 8
a 923 10 0	4	- -	185 4 6	- -	1,108 14 6	- -	- -	- -	- -	424 7 8	424 7 8
1,550 0 0	3¾	- -	73 10 0	- -	1,623 10 0	192 0 0	- -	- -	- -	175 8 5	367 8 5
34,894 10 4	- -	- -	2,783 17 9	- -	37,678 8 1	359 10 10	- -	- -	- -	10,029 6 2	10,388 17 0
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	141 15 9	141 15 9
250 0 0	5	- -	- - -	- -	250 0 0	- -	- -	- -	- -	169 5 8	169 5 8
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	258 8 5	258 8 5
1,933 10 0	4½	- -	- - -	- -	1,933 10 0	- -	- -	- -	- -	59 17 3	59 17 3
3,750 0 0	4	- -	- - -	38 9 0	3,788 9 0	—	—	—	—	—	—
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	273 11 10	273 11 10
e 2,666 5 0	3	- -	- - -	- -	2,666 5 0	- -	- -	- -	- -	63 16 3	63 16 3
—	—	—	—	—	—	—	—	—	—	—	—
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	52 12 3	52 12 3
1,900 0 0	4½	- -	96 14 3	- -	1,996 14 3	- -	- -	- -	- -	436 11 7	436 11 7
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	66 7 0	66 7 0
1,031 5 0	4	- -	2 9 1	- -	1,033 14 1	- -	- -	- -	- -	49 16 3	49 16 3
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	6 15 6	6 15 6
1,696 6 8	4	- -	14 4 0	- -	1,710 10 8	- -	- -	- -	- -	59 0 10	59 0 10
2,478 0 0	2	- -	- - -	- -	2,478 0 0	- -	- -	- -	- -	409 0 4	409 0 4
1,400 0 0	3	23 11 6	94 10 6	- -	1,518 2 0	- -	13 10 0	- -	- -	162 18 9	176 8 9
1,200 0 0	3	- -	- - -	- -	1,200 0 0	- -	32 12 0	- -	- -	27 12 2	60 4 2
3,070 0 9	3	- -	- - -	- -	3,070 0 9	- -	- -	- -	- -	30 17 0	30 17 0
3,049 3 5	2	- -	- - -	- -	3,049 3 5	- -	- -	- -	- -	278 0 2	278 0 2
3,450 0 0	3	- -	- - -	- -	3,450 0 0	- -	- -	- -	- -	173 3 4	173 3 4
—	—	—	—	—	—	—	—	—	—	—	—
4,718 15 0	4½	- -	719 19 3	- -	5,438 14 3	- -	- -	- -	- -	508 17 10	508 17 10
6,350 0 0	4	- -	192 13 3	- -	6,542 13 3	- -	- -	- -	- -	549 14 9	549 14 9
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	242 14 5	242 14 5
3,695 0 0	2½	- -	- - -	- -	3,695 0 0	- -	- -	- -	- -	12 1 3	12 1 3
42,638 5 10	- -	23 11 6	1,120 10 4	38 9 0	43,820 16 8	- -	46 2 0	- -	- -	4,032 18 7	4,079 0 7
42,486 19 2	5	- -	1,114 12 11	- -	43,601 12 1	626 16 3	- -	- -	- -	7,552 16 1	8,179 12 4
9,700 0 0	3	2,776 14 4	262 10 0	- -	12,739 4 4	- -	- -	0 1 0	- -	2,852 14 9	2,852 15 9
- - -	- -	4,500 0 0	- - -	- -	4,500 0 0	- -	- -	- -	- -	4,993 16 6	4,993 16 6
565 8 3	3	46 13 0	17 17 1	- -	629 18 4	- -	- -	- -	- -	656 19 4	656 19 4
52,752 7 5	- -	7,323 7 4	1,395 0 0	- -	61,470 14 9	626 16 3	- -	0 1 0	- -	16,056 6 8	16,683 3 11

e Reduced 187*l.* 5*s.* by payment from Western Division.
k For debts of 8,068*l.* 18*s.* 9*d.*
f For debts of 400*l.*
g For debts of 200*l.*
l For debts of 2,750*l.*

1. Names of Counties and Trusts.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Tolls
COUNTY OF MONMOUTH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Abercarne	224 12 11	- - -	425 0 0	- - -	- - -	- -	- - -	- -
2. Abergavenny	771 3 7	- - -	3,050 0 0	- - -	- - -	2 1 2	2 10 0	- -
3. Bigswear	136 15 7	- - -	421 7 6	- - -	- - -	- -	- - -	- -
4. Chepstow	200 3 6	- - -	1,062 18 7	- - -	- - -	- -	76 2 0	- -
5. Chepstow and Abergavenny, Shirenewton Branch	41 19 11	- - -	131 4 0	31 6 5	- - -	- -	- - -	- -
6. Monmouth	693 9 4	- - -	2,066 13 2	373 10 0	- - -	- -	16 10 3	- -
7. Newport	45 3 6	- - -	2,445 8 4	- - -	- - -	- -	99 16 4	- -
8. Pontypool	47 10 5	- - -	509 6 8	- - -	- - -	- -	16 7 9	- -
9. Usk District	82 9 2	- - -	735 0 0	- - -	- - -	- -	2 14 0	- -
£	2,243 7 11	- - -	10,846 18 3	404 16 5	- - -	2 1 2	214 0 4	- -
COUNTY OF NORFOLK.								
1. Aylsham and Cromer	- - -	48 4 8	800 0 0	- - -	- - -	0 2 6	14 5 3	- -
2. Ely to Downham ("The North District")	11 17 10	- - -	629 2 0	297 6 0	- - -	- -	0 19 0	- -
3. Lynn, East Gate	1,157 15 10	- - -	1,080 0 0	- - -	- - -	- -	12 5 8	- -
4. Lynn, South Gate	- - -	103 16 5	1,034 10 0	- - -	- - -	- -	- - -	- -
5. Lynn and Wisbech	427 8 3	- - -	1,484 0 0	- - -	- - -	- -	2 0 0	- -
6. New Buckenham	101 0 10	- - -	288 8 10	- - -	- - -	- -	3 3 6	- -
7. North Walsham	219 3 5	- - -	380 3 4	- - -	- - -	- -	3 10 4	- -
8. Norwich and Fakenham	- - -	11 9 1	513 19 0	- - -	- - -	- -	- - -	- -
9. Norwich and Scole	77 8 8	- - -	287 4 2	2 7 6	- - -	0 0 6	5 5 11	- -
10. Norwich, Swaffham, and Mattishall	1,053 8 7	- - -	796 16 8	- - -	- - -	- -	34 7 11	- -
11. Norwich and Watton	70 1 8	- - -	369 7 4	- - -	- - -	- -	1 4 8	- -
12. Norwich and Yarmouth	172 12 10	- - -	472 0 0	- - -	- - -	- -	4 13 6	- -
13. Stoke Ferry	266 11 2	- - -	464 0 0	- - -	- - -	- -	3 13 6	- -
14. Thetford	2,185 6 8	- - -	255 19 4	- - -	- - -	- -	66 5 0	- -
15. Wells and Fakenham	83 12 11	- - -	511 6 10	- - -	- - -	- -	c 250 0 0	- -
£	5,826 8 8	163 10 2	9,366 17 6	299 13 6	- - -	0 3 0	401 14 3	- -
COUNTY OF NORTHAMPTON.								
Banbury and Lutterworth Road:								
1. Banbury to Drayton	386 16 5	- - -	951 13 4	- - -	- - -	- -	12 0 0	- -
2. Lutterworth to Badby	122 18 3	- - -	439 0 0	- - -	- - -	- -	14 15 7	- -
3. Brackley Roads, Consolidated	476 4 3	- - -	1,697 0 0	- - -	- - -	- -	- - -	- -
4. Buckingham and Hanwell, Lower Division	45 8 7	- - -	702 0 0	- - -	- - -	- -	- - -	- -
5. Crowland and Eye	78 0 7	- - -	135 15 0	- - -	- - -	- -	- - -	- -
6. Dunchurch	230 7 0	- - -	580 0 0	- - -	- - -	- -	0 15 0	- -
7. Hardingstone to Old Stratford	68 18 5	- - -	649 0 0	- - -	- - -	- -	- - -	- -
8. Higham Ferrers	208 1 11	- - -	373 0 0	168 15 0	- - -	- -	12 2 0	- -
9. Kettering and Newport Pagnell	817 11 7	- - -	1,105 0 0	260 0 0	- - -	- -	20 0 0	- -
10. Kettering and Northampton	176 10 6	- - -	633 8 8	181 0 0	- - -	- -	- - -	- -
11. Little Bowden and Rockingham	451 2 3	- - -	305 16 8	94 17 0	- - -	- -	- - -	- -
12. Market Harborough and Brampton	748 12 4	- - -	1,699 0 0	- - -	- - -	- -	2 12 0	- -
13. Market Harborough and Welford	- - -	171 9 11	1,313 16 0	- - -	- - -	- -	1 10 0	- -
14. Northampton and Cold Brayfield	101 19 4	- - -	586 0 0	- - -	- - -	- -	- - -	- -
15. Northampton to Newport Pagnell	119 6 9	- - -	558 6 8	- - -	- - -	- -	28 0 0	- -
16. Old Stratford to Dunchurch	- - -	65 3 3	1,285 10 0	- - -	- - -	- -	12 14 0	- -
17. Oundle and Middleton Lane	19 5 4	- - -	287 1 8	104 0 4	- - -	- -	1 18 0	- -
18. Peterborough and Wellingborough and Elton Branch	618 7 0	- - -	1,399 8 4	- - -	- - -	- -	56 16 2	- -
19. Ditto, Clapton Branch	94 18 10	- - -	56 0 0	80 8 5	- - -	- -	- - -	- -
20. Stamford and Kettering	407 4 9	- - -	903 0 11	- - -	- - -	- -	5 2 6	- -
21. Thorney Road	68 4 1	- - -	400 5 0	- - -	- - -	- -	- - -	- -
22. Towcester and Cotton End	411 9 2	- - -	753 0 0	- - -	- - -	- -	- - -	- -
23. Wansford Road	103 17 7	- - -	371 0 0	- - -	- - -	- -	27 11 0	- -
24. Wansford and Stamford	146 0 2	- - -	288 8 4	- - -	- - -	- -	- - -	- -
25. Warwick and Northampton	85 2 4	- - -	1,464 5 0	- - -	- - -	- -	76 18 3	- -
26. Wellingborough and Northampton	64 12 10	- - -	536 0 0	- - -	- - -	- -	- - -	- -
£	6,051 0 3	236 13 2	19,472 15 7	889 0 9	- - -	- -	272 14 6	- -

a Including materials, &c.

b For ¾ year.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
425 0 0	a 119 18 8	- - -	- - -	- - -	- - -	28 10 3	- - -	- - -	50 0 0
3,054 11 2	666 10 6	206 11 0	204 5 9	- - -	19 2 2	35 0 0	- - -	50 0 0	140 0 0
421 7 6	42 2 9	40 18 0	6 2 3	- - -	- - -	9 6 10	- - -	10 0 0	7 10 0
1,139 0 7	494 8 7	221 9 9	108 16 9	- - -	1 16 6	54 5 10	- - -	30 0 0	100 0 0
162 10 5	86 16 4	19 5 5	15 18 0	- - -	2 18 0	3 0 0	10 0 0	10 0 0	15 0 0
2,456 13 5	830 2 1	394 11 5	256 10 1	- - -	48 6 9	69 6 8	- - -	35 0 0	105 0 0
2,545 4 8	697 18 3	662 7 3	262 4 1	- - -	- - -	134 8 6	- - -	40 0 0	165 0 0
525 14 5	257 19 10	61 8 0	15 9 2	- - -	- - -	69 17 11	- - -	b 11 5 0	- - -
737 14 0	275 19 2	102 11 4	76 13 8	- - -	12 11 4	24 8 7	20 0 0	21 0 0	70 0 0
11,467 16 2	3,471 16 2	1,709 2 2	945 19 9	- - -	84 14 9	428 4 7	30 0 0	207 5 0	652 10 0
814 7 9	313 18 2	206 2 0	167 14 1	- - -	- - -	65 1 2	- - -	40 0 0	40 0 0
927 7 0	338 10 9	18 18 6	37 6 6	- - -	- - -	2 5 4	- - -	20 0 0	40 0 0
1,092 5 8	245 13 8	351 4 8	389 1 10	- - -	53 14 4	27 19 9	2 2 0	26 0 0	58 0 0
1,034 10 0	240 6 6	200 6 3	134 5 7	- - -	9 7 8	25 0 8	2 2 0	27 0 0	92 0 0
1,486 0 0	351 8 5	286 17 2	611 19 8	- - -	10 0 0	40 15 8	- - -	27 0 0	100 0 0
291 12 4	99 2 2	80 15 3	42 15 6	- - -	- - -	23 16 3	- - -	21 0 0	20 0 0
383 13 8	133 9 0	58 2 3	281 5 10	- - -	- - -	15 15 10	- - -	20 0 0	25 0 0
513 19 0	156 0 6	24 0 10	89 3 0	- - -	- - -	13 7 0	10 10 0	20 0 0	30 0 0
294 18 1	128 6 2	62 6 4	31 14 9	- - -	0 10 0	14 8 1	- - -	16 16 0	40 0 0
831 4 7	193 11 6	2 12 1	181 2 0	- - -	- - -	33 2 9	- - -	20 0 0	52 0 0
370 12 0	137 4 10	8 9 0	93 14 9	- - -	- - -	17 5 6	- - -	30 0 0	35 0 0
476 13 6	161 13 10	49 2 1	107 18 0	- - -	- - -	33 9 3	- - -	20 0 0	35 0 0
467 13 6	56 14 3	37 9 10	33 18 0	- - -	- - -	17 10 3	5 5 0	12 17 10	30 0 0
322 4 4	99 11 11	48 14 10	20 5 6	- - -	- - -	33 2 10	- - -	20 0 0	40 0 0
761 6 10	47 0 8	- - -	48 0 3	- - -	- - -	46 2 0	- - -	- - -	26 0 0
10,068 8 3	2,702 12 4	1,435 1 1	2,270 5 3	- - -	73 12 0	409 2 4	19 19 0	320 13 10	663 0 0
963 13 4	314 8 3	134 17 1	261 17 1	- - -	11 12 4	46 3 6	- - -	- - -	55 0 0
453 15 7	165 9 10	88 9 4	171 2 10	- - -	- - -	20 3 10	- - -	10 10 0	30 0 0
1,697 0 0	687 17 10	221 8 10	234 7 8	- - -	22 0 1	99 19 6	10 0 0	50 0 0	70 0 0
702 0 0	230 15 10	56 2 6	279 10 0	- - -	14 15 1	21 3 4	- - -	- - -	60 0 0
135 15 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 0 0
580 15 0	122 14 2	138 14 7	259 19 7	- - -	- - -	28 10 6	- - -	15 0 0	45 0 0
649 0 0	d 455 0 0	- - -	28 0 0	- - -	- - -	9 8 3	10 0 0	20 0 0	- - -
553 17 0	d 300 0 0	- - -	- - -	- - -	- - -	12 6 8	15 0 0	12 12 0	10 0 0
1,385 0 0	314 15 4	189 16 3	162 2 3	- - -	2 0 0	43 6 9	20 0 0	20 0 0	52 0 0
814 8 8	155 14 4	117 7 7	176 10 3	- - -	11 8 6	42 6 0	- - -	- - -	70 0 0
400 13 8	33 18 4	27 18 9	116 0 3	- - -	7 5 6	34 1 8	- - -	- - -	30 0 0
1,701 12 0	333 2 1	296 15 6	261 12 7	- - -	65 10 9	51 3 4	10 10 0	- - -	150 0 0
1,315 6 0	412 13 8	23 17 1	309 10 9	- - -	- - -	15 7 9	- - -	12 12 0	120 0 0
586 0 0	305 10 0	84 7 7	30 11 4	- - -	12 17 6	37 2 1	10 0 0	- - -	30 0 0
586 6 8	122 14 0	86 12 7	200 6 5	- - -	12 0 0	20 6 8	10 0 0	30 0 0	50 0 0
1,298 4 0	281 7 2	95 17 8	205 17 3	- - -	- - -	82 9 9	- - -	25 0 0	100 0 0
393 0 0	171 8 4	54 19 11	7 9 0	- - -	13 0 6	6 6 4	6 6 0	- - -	35 0 0
1,456 4 6	390 8 4	236 8 0	310 2 5	- - -	6 8 8	40 3 11	10 10 0	- - -	101 0 0
136 8 5	a 80 8 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	14 0 0
908 3 5	367 9 4	143 4 4	124 3 7	- - -	15 14 5	102 10 10	- - -	- - -	60 0 0
400 5 0	83 16 1	133 4 3	51 12 0	- - -	- - -	8 3 8	4 0 0	8 0 0	20 0 0
753 0 0	136 15 4	69 2 7	238 10 2	- - -	- - -	- - -	- - -	- - -	60 0 0
398 11 0	94 6 2	103 12 11	39 1 0	- - -	- - -	2 9 1	4 4 0	5 5 0	20 0 0
288 8 4	87 11 5	36 6 0	53 8 9	- - -	31 19 0	- - -	- - -	20 0 0	36 0 0
1,541 3 3	443 2 7	141 13 2	571 1 6	- - -	- - -	152 15 9	65 0 0	26 5 0	80 0 0
536 0 0	159 16 2	77 16 10	190 2 3	- - -	- - -	12 9 1	15 0 0	20 0 0	- - -
20,634 10 10	6,251 3 0	2,558 13 4	4,282 18 11	- - -	226 12 4	888 18 3	195 10 0	280 4 0	1,305 0 0

c From railway company for toll-house. d Contract work.

(Continued on page 48.)

(Continued from page 47.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF MONMOUTH.							
1. Abercarne	256 2 0	- - -	- - -	- - -	34 16 11	- - -	489 7
2. Abergavenny	65 0 0	647 5 5	- - -	*c* 1,024 0 0	76 19 11	- - -	3,134 14
3. Bigswear	6 14 4	381 0 0	- - -	- - -	16 13 10	- - -	520 8
4. Chepstow	50 12 11	- - -	96 0 0	- - -	20 6 0	- - -	1,177 16
5. Chepstow and Abergavenny, Shirenewton Branch	- - -	- - -	- - -	- - -	1 0 9	- - -	163 18
6. Monmouth	47 10 7	254 14 2	- - -	*d* 658 0 0	71 14 8	- - -	2,770 16
7. Newport	- - -	23 12 0	- - -	- - -	*f* 120 9 7	- -	2,105 19
8. Pontypool	- - -	35 12 0	- - -	- - -	6 12 3	- - -	458 4
9. Usk District	- - -	86 3 6	- - -	- - -	34 17 0	- - -	724 4
£	425 19 10	1,428 7 1	96 0 0	1,682 0 0	383 10 11	- - -	11,545 10
COUNTY OF NORFOLK.							
1. Aylsham and Cromer	- - -	- - -	- - -	- - -	79 15 7	- - -	912 11
2. Ely to Downham ("The North District")	5 2 9	33 5 10	- - -	*h* 515 14 11	24 0 8	- - -	1,035 5
3. Lynn, East Gate	- - -	- - -	- - -	- - -	7 7 11	- - -	1,161 4
4. Lynn, South Gate	- - -	56 0 0	- - -	100 0 0	13 12 6	- - -	900 1
5. Lynn and Wisbech	- - -	- - -	5 0 0	- - -	11 10 2	- - -	1,444 11
6. New Buckenham	0 5 0	- - -	- - -	- - -	0 10 0	- - -	288 4
7. North Walsham	- - -	80 10 0	- - -	- - -	7 0 2	- - -	621 3
8. Norwich and Fakenham	7 6 3	204 0 0	- - -	- - -	5 8 3	- - -	559 15
9. Norwich and Scole	7 1 4	12 0 0	- - -	- - -	16 14 11	- - -	329 17
10. Norwich, Swaffham, and Mattishall	10 17 2	- - -	- - -	- - -	2 10 0	- - -	495 15
11. Norwich and Watton	5 5 6	- - -	- - -	- - -	2 15 0	- - -	329 14
12. Norwich and Yarmouth	- - -	20 0 0	- - -	- - -	30 10 10	- - -	457 14
13. Stoke Ferry	- - -	33 5 10	- - -	*i* 237 10 0	12 10 3	- - -	477 1
14. Thetford	0 5 0	- - -	- - -	- - -	6 2 9	- - -	268 2
15. Wells and Fakenham	41 1 8	128 2 0	100 0 0	*j* 223 0 0	3 6 10	- - -	662 13
£	77 4 8	567 3 8	105 0 0	1,076 4 11	223 15 10	- - -	9,943 14
COUNTY OF NORTHAMPTON.							
Banbury and Lutterworth Road:							
1. Banbury to Drayton	32 10 4	- - -	- - -	- - -	7 10 0	- - -	863 18
2. Lutterworth to Badby	13 13 7	- - -	- - -	- - -	3 16 10	- - -	503 6
3. Brackley Roads, Consolidated	5 10 10	- - -	261 5 10	- - -	21 9 3	- - -	1,683 19
4. Buckingham and Hanwell, Lower Division	15 11 2	- - -	- - -	- - -	3 4 6	- - -	681 2
5. Crowland and Eye	3 6 8	33 17 7	- - -	*k* 70 0 0	15 7 3	- - -	134 11
6. Dunchurch	26 6 2	- - -	70 0 0	- - -	50 7 10	- - -	756 12
7. Harringstone to Old Stratford	10 0 8	32 8 0	- - -	- - -	18 13 4	- - -	583 10
8. Higham Ferrers	- - -	54 14 1	- - -	*k* 92 10 0	17 16 7	- - -	514 19
9. Kettering and Newport Pagnell	25 10 10	140 11 6	- - -	*j* 396 0 0	6 19 0	- - -	1,373 1
10. Kettering and Northampton	30 8 0	17 0 6	- - -	*l* 200 0 0	7 10 3	- - -	828 5
11. Little Bowden and Rockingham	13 12 7	47 9 6	- - -	- - -	11 10 0	- - -	321 16
12. Market Harborough and Brampton	35 1 5	775 0 8	- - -	- - -	36 1 6	- - -	2,014 17
13. Market Harborough and Welford	82 5 2	- - -	- - -	- - -	12 15 6	- - -	989 1
14. Northampton and Cold Brayfield	27 4 0	26 6 9	- - -	- - -	11 13 6	- - -	580 12
15. Northampton to Newport Pagnell	3 5 0	- - -	- - -	- - -	5 0 0	- - -	540 4
16. Old Stratford to Dunchurch	31 1 11	- - -	- - -	600 0 0	8 10 0	- - -	1,430 3
17. Oundle and Middleton Lane	24 11 10	25 0 0	- - -	- - -	23 19 5	- - -	368 1
18. Peterborough and Wellingborough and Elton Branch	21 5 4	36 4 10	- - -	300 0 0	43 9 2	- - -	1,496 0
19. Ditto, Clapton Branch	- - -	- - -	- - -	- - -	- - -	- - -	94 8
20. Stamford and Kettering	17 15 4	- - -	- - -	- - -	13 2 8	- - -	844 0
21. Thorney Road	- - -	24 1 0	- - -	- - -	6 16 2	- - -	339 13
22. Towcester and Cotton End	62 13 3	- - -	433 0 0	- - -	96 1 9	- - -	1,096 3
23. Wansford Road	- - -	25 14 2	- - -	- - -	2 12 4	- - -	297 4
24. Wansford and Stamford	- - -	1 3 8	- - -	25 0 0	8 7 10	- - -	299 16
25. Warwick and Northampton	42 11 8	- - -	- - -	- - -	50 16 6	- - -	1,573 6
26. Wellingborough and Northampton	5 10 0	18 13 8	- - -	- - -	14 3 10	- - -	513 11
£	529 15 9	1,258 5 11	764 5 10	1,683 10 0	497 15 0	- - -	20,722 12

a Including 1,000*l.* not bearing interest.
b Interest reduced and arrears extinguished by new Local Act.
c For debts of 1,150*l.*
d For debts of 521*l.* 13*s.* 8*d.*
i For debts of 250*l.*
j For debts of 400*l.*
k For debts of 100*l.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
a 3,721 15 3	b 1½	- -	b - -	- -	3,721 15 3	- -	- -	- -	- -	160 5 1	160 5 1
16,905 10 0	3½	- -	- - -	- -	16,905 10 0	- -	- -	- -	- -	691 0 0	691 0 0
11,723 0 0	3¼	- -	65 0 0	- -	11,788 0 0	- -	- -	- -	- -	37 15 1	37 15 1
- - -	- -	- -	- - -	- -	- - -	24 0 0	- -	- -	- -	161 7 9	185 7 9
2,600 0 0	4 & 5	- -	2,585 0 0	- -	5,185 0 0	- -	- -	- -	- -	40 11 10	40 11 10
e 5,950 0 0	4	- -	116 0 0	- -	6,066 0 0	- -	- -	- -	- -	379 6 4	379 6 4
g 1,750 0 0	3	- -	28 0 6	- -	1,778 0 6	225 8 4	- -	- -	- -	484 8 6	709 16 10
1,200 0 0	3	10 0 0	- - -	- -	1,210 0 0	- -	- -	- -	- -	115 0 8	115 0 8
2,510 7 2	3½	- -	- - -	- -	2,510 7 2	- -	- -	- -	- -	95 18 7	95 18 7
46,360 12 5	- -	10 0 0	2,794 0 6	- -	49,164 12 11	249 8 4	- -	- -	- -	2,165 13 10	2,415 2 2
- - -	- -	- -	- - -	146 7 11	146 7 11	—	—	—	—	—	—
462 13 1	2¼	- -	- - -	96 0 5	558 13 6	—	—	—	—	—	—
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	1,088 17 4	1,088 17 4
1,300 0 0	4	- -	- - -	- -	1,300 0 0	- -	- -	- -	- -	30 12 5	30 12 5
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	468 17 2	468 17 2
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	104 9 0	104 9 0
2,500 0 0	3½	- -	69 0 0	18 6 0	2,587 6 0	—	—	—	—	—	—
5,100 0 0	4	- -	102 0 0	57 5 11	5,259 5 11	—	—	—	—	—	—
300 0 0	4	- -	- - -	- -	300 0 0	- -	- -	- -	- -	42 9 2	42 9 2
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	1,388 17 8	1,388 17 8
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	110 19 1	110 19 1
500 0 0	4	- -	- - -	- -	500 0 0	8 16 8	- -	- -	- -	191 12 4	200 9 0
975 0 0	4	- -	277 0 0	- -	1,252 0 0	- -	- -	- -	- -	257 3 5	257 3 5
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	2,239 8 2	2,239 8 2
6,200 0 0	2	- -	- - -	- -	6,200 0 0	- -	- -	- -	- -	182 6 4	182 6 4
17,337 13 1	- -	- -	448 0 0	318 0 3	18,103 13 4	8 16 8	- -	- -	- -	6,105 12 1	6,114 8 9
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	486 11 2	486 11 2
- - -	- -	- -	- - -	- -	- - -	30 0 0	- -	- -	- -	73 7 7	103 7 7
3,550 0 0	None	- -	- - -	- -	3,550 0 0	- -	- -	- -	- -	489 4 5	489 4 5
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	66 6 2	66 6 2
1,600 0 0	2½	- -	7 10 0	- -	1,607 10 0	- -	- -	- -	- -	79 4 1	79 4 1
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	54 9 2	54 9 2
3,660 0 0	1	- -	2 8 0	- -	3,662 8 0	- -	- -	- -	- -	134 8 2	134 8 2
1,855 0 0	3	- -	- - -	- -	1,855 0 0	- -	- -	- -	- -	246 19 7	246 19 7
4,300 0 0	3½	- -	326 13 4	- -	4,626 13 4	- -	- -	- -	- -	829 9 8	829 9 8
345 0 0	3	- -	- - -	- -	345 0 0	- -	- -	- -	- -	162 13 9	162 13 9
2,376 0 0	3	- -	240 0 1	- -	2,616 0 1	- -	- -	- -	- -	529 19 4	529 19 4
m 12,691 0 0	4	- -	- - -	- -	12,691 0 0	- -	- -	- -	- -	435 6 6	435 6 6
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	154 14 2	154 14 2
2,945 16 8	1	- -	43 17 5	- -	2,989 14 1	- -	- -	- -	- -	107 6 7	107 6 7
- - -	- -	- -	- - -	- -	- - -	- -	- -	28 0 0	- -	165 8 9	193 8 9
5,400 0 0	None	- -	- - -	197 3 0	5,597 3 0	—	—	—	—	—	—
1,450 0 0	2½	- -	45 0 0	- -	1,495 0 0	- -	- -	- -	- -	44 4 0	44 4 0
900 0 0	3¾	- -	7 6 11	- -	907 6 11	42 6 8	- -	- -	- -	578 10 10	620 17 6
240 0 0	None	- -	- - -	- -	240 0 0	4 13 4	- -	- -	- -	136 18 10	141 12 2
- - -	- -	156 18 9	- - -	- -	156 18 9	- -	- -	- -	- -	471 7 8	471 7 8
700 0 0	3½	- -	16 10 0	- -	716 10 0	- -	- -	- -	- -	128 15 11	128 15 11
4,869 0 0	5	- -	16,041 6 0	- -	20,910 6 0	- -	- -	- -	- -	68 6 1	68 6 1
n 715 0 0	3	- -	- - -	- -	715 0 0	- -	- -	- -	- -	205 3 11	205 3 11
25 0 0	4	- -	- - -	- -	25 0 0	- -	- -	- -	- -	134 11 10	134 11 10
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	52 19 5	52 19 5
430 0 0	5	- -	44 16 3	- -	474 16 3	- -	- -	- -	- -	87 1 0	87 1 0
48,051 16 8	- -	156 18 9	16,775 8 0	197 3 0	65,181 6 5	77 0 0	- -	28 0 0	- -	5,923 8 7	6,028 8 7

d For debts of 688*l.* *e* Including 150*l.* at 4½ per cent. *f* Including Rumney Bridge annuity. *g* Exclusive of Rumney Bridge debt.
l For debts of 233*l.* 10*s.* *m* Including 1,804*l.* at 5 per cent. *n* Including 281*l.* 13*s.* 4*d.* at 4½ per cent.

1.	2.	3.	INCOME.					
NAMES OF COUNTIES AND TRUSTS.	Balance in Treasurers' Hands on 1st Jan. 1866.	Balance due to the Treasurers on 1st Jan. 1866.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Securi of the Tol
COUNTY OF NORTHUMBERLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Alemouth and Hexham, Eastern District	10 12 10	- - -	514 11 8	- - -	- - -	- -	46 2 0	- -
2. Ditto, Western District	69 0 0	- - -	170 7 2	87 17 0	- - -	- -	26 0 0	- -
3. Allendale	17 16 11	- - -	1,814 8 1	- - -	- - -	- -	19 6 0	- -
4. Alnwick and Eglingham	53 16 9	- - -	246 0 0	- - -	- - -	- -	19 4 6	- -
5. Berwick, Norham, and Islandshires	379 11 7	- - -	3,738 12 0	424 1 7	- - -	0 19 9	3 0 0	- -
6. Cow Cawsey and Buckton Burn	- - -	12 6 2	1,269 0 0	- - -	- - -	- -	81 10 4	- -
7. Elsdon and Reedwater	- - -	20 5 8	124 19 7	- - -	- - -	- -	21 0 0	- -
8. Ford and Lowick	- - -	445 14 7	1,000 10 0	- - -	- - -	2 1 9	15 12 0	- -
9. Hexham	196 9 5	- - -	482 0 0	105 10 9	- - -	- -	37 0 0	- -
10. Newcastle-upon-Tyne to Carlisle	89 9 3	- - -	650 0 0	116 4 10	- - -	- -	7 10 0	- -
11. North Shields and Newcastle-upon-Tyne	1 12 3	- - -	909 0 8	- - -	- - -	- -	31 6 0	- -
12. Ponteland	112 0 4	- - -	1,160 0 0	- - -	- - -	- -	38 5 0	- -
13. Shields and Morpeth	179 2 5	- - -	781 18 0	- - -	- - -	- -	13 10 0	- -
14. Wooler and Adderstone	70 13 1	- - -	229 0 0	- - -	- - -	- -	- - -	- -
15. Wooler and Breamish	283 2 3	- - -	1,003 10 0	162 9 0	- - -	- -	27 6 0	- -
£	1,463 7 1	478 6 5	14,093 17 2	896 3 2	- - -	3 1 6	386 11 10	- -
COUNTY OF NOTTINGHAM.								
1. Bawtry and Scrooby	364 17 8	- - -	656 10 0	- - -	- - -	- -	5 4 6	- -
2. Bingham	348 13 5	- - -	345 0 0	28 14 9	- - -	- -	0 10 0	- -
3. Clown and Budby	206 18 4	- - -	60 0 0	- - -	- - -	- -	8 3 0	- -
4. Dunham Ferry	28 8 3	- - -	85 0 0	- - -	- - -	- -	2 10 6	- -
5. Foston Bridge to Little Drayton	2,367 5 10	- - -	548 6 8	- - -	- - -	- -	94 16 8	- -
6. Hockerton and Kirklington	187 5 10	- - -	250 13 4	- - -	150 3 6	- -	- - -	- -
7. Kirkby and Pinxton	123 9 8	- - -	154 0 0	- - -	- - -	- -	- - -	- -
8. Leadenham and Southwell, Western District	89 6 5	- - -	466 0 0	- - -	- - -	- -	17 12 9	- -
9. Mansfield and Tibshelf	212 11 4	- - -	590 8 4	- - -	- - -	- -	- - -	- -
10. Mansfield to Worksop	317 4 11	- - -	733 6 0	- - -	- - -	- -	- - -	- -
11. Nottingham and Derby, Eastern Division	- - -	16 9 2	836 16 0	- - -	- - -	- -	1 13 11	- -
12. Nottingham and Grantham, Western Division	- - -	1 11 8	896 0 0	- - -	- - -	0 5 9	- - -	- -
13. Nottingham and Ilkeston	23 18 9	- - -	780 0 0	- - -	- - -	0 2 6	- - -	- -
14. Nottingham and Kettering, Northern District	1,225 15 3	- - -	480 0 0	- - -	- - -	0 3 9	35 8 0	- -
15. Nottingham and Loughborough	266 7 2	- - -	815 16 8	- - -	1 10 0	- -	15 1 3	- -
16. Nottingham and Mansfield	51 12 8	- - -	1,070 0 0	- - -	- - -	0 2 6	8 0 0	- -
17. Nottingham and Newhaven, First District	277 3 0	- - -	2,220 0 0	- - -	- - -	1 12 3	32 3 10	- -
18. Retford and Gainsborough	237 17 1	- - -	540 0 0	150 5 0	- - -	- -	8 2 6	- -
19. Retford and Littleborough	- - -	1,946 10 5	275 6 8	72 0 0	- - -	- -	19 8 1	- -
20. Worksop to Kelham	469 6 10	- - -	666 6 0	227 17 8	- - -	- -	- - -	- -
21. Worksop to Retford	264 15 9	- - -	493 0 0	- - -	- - -	- -	- - -	- -
£	7,062 18 2	1,964 11 3	12,962 9 8	478 17 5	151 13 6	2 6 9	248 15 0	- -
COUNTY OF OXFORD.								
1. Asthall and Buckland	423 7 1	- - -	232 0 0	89 5 4	- - -	- -	2 0 0	- -
2. Aylesbury, Thame, Oxford, and Shillingford	112 1 2	- - -	1,340 0 0	- - -	- - -	0 5 9	15 0 0	- -
3. Banbury, Brailes, and Barcheston	- - -	0 1 10	747 10 0	- - -	- - -	- -	- - -	- -
4. Barrington and Campsfield	38 13 4	- - -	470 0 0	- - -	- - -	- -	2 5 0	- -
5. Bicester, Aynho, and Finmere	241 6 11	- - -	500 0 0	- - -	- - -	- -	0 1 0	- -
6. Botley and Newland	582 14 7	- - -	1,100 0 0	- - -	- - -	- -	0 2 6	- -
7. Burford, Chipping Norton, Banbury, and Aynho	199 15 10	- - -	1,382 11 6	- - -	- - -	- -	23 17 11	- -
8. Charlbury Roads	403 18 2	- - -	460 3 4	116 6 1	- - -	- -	19 2 0	- -
9. Deddington and Kidlington	- - -	480 6 3	582 0 0	- - -	- - -	0 13 0	25 10 6	- -
10. Drayton Lane to Edgehill	- - -	2 16 6	260 3 4	62 3 0	- - -	- -	- - -	- -
11. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington	261 8 9	- - -	804 0 0	- - -	- - -	0 6 0	- - -	- -
12. Faringdon and Burford	- - -	9 11 9	302 7 8	- - -	- - -	- -	- - -	- -
13. Galley Hill and Clanfield Cross	87 15 9	- - -	165 0 0	71 0 0	- - -	- -	- - -	- -
14. Gosford Road	362 3 11	- - -	184 0 0	- - -	- - -	- -	5 18 0	- -

a Contract work. *b* Including materials, &c. *c* Allowance to parishes.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
.	560 13 8	195 17 9	132 3 1	122 3 2	- - -	2 3 0	16 2 4	- - -	20 0 0	25 0 0
.	284 4 2	a 129 16 5	- - -	- - -	- - -	0 1 0	4 11 6	- - -	20 0 0	45 0 0
.	1,833 14 1	334 8 10	240 14 10	221 12 7	- - -	10 16 3	9 6 9	30 0 0	30 0 0	70 0 0
.	265 4 6	a 336 0 9	10 0 0	- - -	- - -	- - -	9 10 2	4 0 0	- - -	- - -
.	4,166 13 4	a 1,635 0 0	- - -	- - -	- - -	- - -	96 16 11	30 0 0	40 0 0	80 0 0
.	1,350 10 4	409 12 7	460 9 9	216 9 1	- - -	18 11 6	47 15 10	30 0 0	50 0 0	100 0 0
.	145 19 7	28 15 2	4 7 0	26 2 8	- - -	0 7 6	19 2 7	- - -	10 0 0	- - -
.	1,018 3 9	269 7 4	109 3 0	107 18 1	- - -	38 16 2	39 3 2	- - -	20 0 0	60 0 0
.	624 10 9	343 6 7	98 8 6	11 12 2	- - -	2 9 2	26 3 8	10 0 0	20 0 0	50 0 0
.	773 14 10	229 1 6	74 9 0	68 8 2	- - -	7 18 6	30 13 9	20 0 0	20 0 0	45 0 0
1.	940 6 8	140 0 0	20 0 0	221 5 7	- - -	- - -	13 18 6	5 0 0	15 0 0	5 0 0
2.	1,198 5 0	326 6 1	122 10 0	153 7 6	- - -	5 10 0	26 5 9	20 0 0	- - -	50 0 0
3.	795 8 0	372 13 10	140 11 2	127 14 9	- - -	- - -	24 8 4	- - -	20 0 0	48 0 0
4.	229 0 0	71 7 4	47 10 1	54 9 10	- - -	- - -	12 4 10	7 10 0	12 10 0	7 10 0
5.	1,193 5 0	205 3 10	174 19 11	267 6 11	- - -	2 10 0	17 8 8	25 0 0	12 10 0	40 0 0
	15,379 13 8	5,026 18 0	1,635 6 4	1,598 10 6	- - -	89 3 1	393 12 9	181 10 0	290 0 0	625 10 0
1.	661 14 6	213 6 11	14 8 0	75 4 1	- - -	- - -	12 10 8	- - -	20 0 0	25 0 0
2.	374 4 9	147 3 0	8 18 0	68 2 3	- - -	- - -	6 15 10	- - -	25 0 0	40 0 0
3.	68 3 0	- - -	- - -	- - -	- - -	- - -	4 2 0	0 1 5	2 2 0	5 0 0
4.	87 10 6	42 0 0	8 9 1	17 13 11	- - -	- - -	5 15 4	- - -	10 0 0	15 0 0
5.	643 3 4	360 19 4	140 16 0	234 14 7	- - -	- - -	58 18 3	- - -	60 0 0	70 0 0
6.	400 16 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	20 0 0
7.	154 0 0	b 24 0 0	- - -	- - -	- - -	- - -	0 6 6	- - -	10 5 8	- - -
8.	483 12 9	116 5 9	98 19 8	69 6 3	- - -	- - -	18 14 0	- - -	12 12 0	45 0 0
9.	590 8 4	203 4 5	44 1 0	19 4 0	- - -	- - -	7 0 0	5 5 0	15 0 0	37 1 0
0.	733 6 0	94 16 3	27 19 6	49 16 8	- - -	- - -	17 15 2	- - -	10 6 2	30 0 0
1.	838 9 11	a 645 0 0	- - -	- - -	- - -	- - -	30 0 10	- - -	21 0 0	30 0 0
2.	896 5 9	a 234 16 0	- - -	- - -	- - -	- - -	34 1 3	- - -	21 0 0	5 0 0
3.	780 2 6	c 170 0 0	- - -	- - -	- - -	- - -	10 13 0	- - -	21 0 0	5 0 0
4.	515 11 9	a 253 0 0	- - -	- - -	- - -	- - -	13 7 0	- - -	21 0 0	16 0 0
5.	832 7 11	107 4 8	15 0 0	50 7 4	- - -	- - -	25 12 0	- - -	- - -	35 0 0
6.	1,078 2 6	a 383 0 0	- - -	- - -	- - -	- - -	36 14 1	- - -	21 0 0	35 0 0
7.	2,253 16 1	a 1,230 0 0	- - -	- - -	- - -	- - -	26 19 11	- - -	40 0 0	50 0 0
8.	698 7 6	a 195 0 0	- - -	- - -	- - -	1 10 0	15 10 8	- - -	20 0 0	- - -
9.	366 14 9	57 13 3	13 11 0	27 4 0	- - -	- - -	16 19 11	- - -	20 0 0	10 0 0
20.	894 3 8	120 6 4	52 15 0	109 1 4	- - -	- - -	42 12 4	- - -	40 3 8	42 0 0
21.	493 0 0	54 18 9	15 19 6	50 17 2	- - -	- - -	15 17 1	- - -	26 0 0	30 0 0
	13,844 2 4	4,652 14 8	440 16 9	771 11 7	- - -	1 10 0	400 5 10	5 6 5	421 9 6	545 1 0
1.	323 5 4	129 19 1	105 5 10	1 16 9	- - -	8 1 4	5 18 1	5 0 0	15 0 0	30 0 0
2.	1,355 5 9	336 11 8	- - -	d 526 2 2	- - -	- - -	77 5 2	10 0 0	25 0 0	60 0 0
3.	747 10 0	133 1 3	104 19 3	206 0 3	- - -	27 9 6	18 6 5	- - -	21 0 0	10 8 0
4.	472 5 0	e 354 14 2	23 15 3	9 10 0	- - -	- - -	9 11 0	10 0 0	30 0 0	50 0 0
5.	500 1 0	217 3 2	46 15 0	15 10 0	- - -	- - -	22 8 3	5 5 0	25 0 0	20 0 0
6.	1,100 2 6	a 449 3 4	- - -	- - -	- - -	13 10 0	87 8 2	- - -	21 0 0	- - -
7.	1,406 9 5	563 16 7	279 18 5	297 19 4	- - -	31 5 8	34 15 2	- - -	37 2 0	110 0 0
8.	595 11 5	a 200 0 0	2 7 6	14 14 4	- - -	- - -	10 12 6	10 0 0	- - -	20 0 0
9.	608 3 6	192 9 0	87 16 7	132 3 11	- - -	- - -	3 1 11	- - -	25 0 0	15 0 0
10.	322 6 4	64 15 2	93 5 3	156 13 5	- - -	- - -	13 4 1	- - -	10 0 0	20 0 0
11.	804 6 0	292 16 8	130 12 2	- - -	- - -	22 6 2	34 8 7	5 5 0	25 0 0	40 0 0
12.	302 7 8	40 4 4	23 10 10	58 4 10	- - -	0 10 10	4 12 6	10 0 0	21 0 0	- - -
13.	236 0 0	78 10 0	63 8 9	- - -	- - -	2 16 4	3 13 6	5 0 0	15 0 0	30 0 0
14.	189 18 0	77 9 10	30 3 3	- - -	- - -	3 9 3	9 14 11	- - -	12 12 0	20 16 0

d Including team labour. *e* Including contract work.

(Continued on page 52.)

(Continued from page 51.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF NORTHUMBERLAND.							
1. Alemouth and Hexham, Eastern District	- - -	- - -	- - -	- - -	24 13 1	- - -	538 2
2. Ditto, Western District	- - -	- - -	- - -	- - -	1 8 4	- - -	200 17
3. Allendale	- - -	- - -	- - -	800 0 0	19 4 10	- - -	1,766 4
4. Alnwick and Eglingham	- - -	- - -	- - -	- - -	11 1 7	- - -	370 12
5. Berwick, Norham, and Islandshires	20 17 3	731 4 11	- - -	*a* 1,295 0 0	16 2 2	- - -	3,942 1
6. Cow Cawsey and Buckton Burn	- - -	44 6 8	- - -	- - -	9 14 9	- - -	1,387 0
7. Elsdon and Reedwater	- - -	18 1 3	- - -	- - -	9 0 0	- - -	115 16
8. Ford and Lowick	- - -	189 12 1	- - -	- - -	28 1 0	- - -	862 0 1
9. Hexham	- - -	19 5 11	- - -	200 0 0	6 12 6	- - -	787 18
10. Newcastle-upon-Tyne to Carlisle	- - -	28 0 0	- - -	200 0 0	7 0 4	- - -	730 11
11. North Shields and Newcastle-upon-Tyne	- - -	158 10 6	- - -	341 0 1	2 10 6	- - -	922 5
12. Ponteland	45 13 4	286 0 0	- - -	- - -	8 2 10	- - -	1,043 15
13. Shields and Morpeth	- - -	- - -	- - -	- - -	- - -	- - -	733 8
14. Wooler and Adderstone	1 18 2	- - -	22 11 11	- - -	9 13 6	- - -	247 5
15. Wooler and Breamish	15 7 8	183 13 6	- - -	- - -	24 15 5	- - -	968 15 1
£	83 16 5	1,658 14 10	22 11 11	2,836 0 1	175 0 10	- - -	14,616 14
COUNTY OF NOTTINGHAM.							
1. Bawtry and Scrooby	3 4 0	7 13 1	55 0 0	300 0 0	13 16 6	- - -	740 3
2. Bingham	20 18 4	- - -	150 0 0	- - -	20 15 0	- - -	487 12
3. Clown and Budby	15 4 5	- - -	- - -	- - -	1 1 4	- - -	27 11
4. Dunham Ferry	- - -	- - -	- - -	- - -	8 15 0	- - -	107 13
5. Foston Bridge to Little Drayton	30 15 10	- - -	- - -	- - -	42 10 0	- - -	998 14
6. Hockerton and Kirklington	- - -	25 1 6	- - -	- - -	20 15 0	150 3 6	221 0
7. Kirkby and Pinxton	- - -	19 16 0	- - -	- - -	4 10 0	- - -	58 18
8. Leadenham and Southwell, Western District	0 9 6	- - -	- - -	- - -	6 10 11	- - -	367 18
9. Mansfield and Tibshelf	- - -	106 18 0	- - -	*d* 179 10 0	24 6 9	- - -	641 10
10. Mansfield to Worksop	- - -	88 2 0	- - -	228 0 0	- - -	- - -	546 15
11. Nottingham and Derby, Eastern Division	7 2 2	12 3 10	- - -	50 0 0	59 8 0	- - -	854 14 1
12. Nottingham and Grantham, Western Division	6 9 6	101 10 0	- - -	*e* 490 6 0	14 14 9	- - -	907 17
13. Nottingham and Ilkeston	42 5 3	107 16 6	- - -	431 8 0	17 19 4	- - -	806 2 1
14. Nottingham and Kettering, Northern District	14 15 7	- - -	- - -	- - -	*f* 82 9 9	- - -	350 12
15. Nottingham and Loughborough	17 0 0	263 7 3	- - -	*g* 193 10 0	12 8 0	1 10 0	720 19
16. Nottingham and Mansfield	4 17 4	208 16 5	- - -	250 0 0	*h* 97 19 4	- - -	1,037 7
17. Nottingham and Newhaven, First District	- - -	24 1 7	646 19 9	300 0 0	58 15 3	- - -	2,376 16
18. Retford and Gainsborough	- - -	197 4 6	- - -	*g* 224 7 0	1 13 0	- - -	655 5
19. Retford and Littleborough	3 4 0	14 0 0	- - -	50 0 0	3 8 0	- - -	216 0
20. Worksop to Kelham	- - -	414 8 1	- - -	- - -	1 18 6	- - -	823 5
21. Worksop to Retford	- - -	174 10 9	- - -	*i* 200 0 0	1 1 10	- - -	569 5
£	166 5 11	1,765 9 6	851 19 9	2,897 1 9	444 16 3	151 13 6	13,516 2
COUNTY OF OXFORD.							
1. Asthall and Buckland	18 14 0	30 0 0	36 16 11	*j* 206 6 2	6 13 5	- - -	599 11
2. Aylesbury, Thame, Oxford, and Shillingford	11 17 8	171 0 0	- - -	- - -	26 17 8	- - -	1,244 14
3. Banbury, Brailes, and Barcheston	- - -	131 10 6	- - -	- - -	14 5 3	- - -	667 0
4. Barrington and Campsfield	10 7 4	5 0 0	- - -	- - -	5 10 0	- - -	508 7
5. Bicester, Aynho, and Finmere	- - -	76 16 0	- - -	*k* 213 15 0	9 14 9	- - -	652 7
6. Botley and Newland	- - -	579 5 5	- - -	- - -	14 9 2	- - -	1,164 16
7. Burford, Chipping Norton, Banbury, and Aynho	- - -	- - -	27 6 6	- - -	10 13 8	- - -	1,392 17
8. Charlbury Roads	20 2 4	51 1 11	- - -	*m* 310 0 0	46 1 2	- - -	684 19
9. Deddington and Kidlington	17 18 0	37 17 2	- - -	- - -	17 14 4	- - -	529 0 1
10. Drayton Lane to Edgehill	- - -	- - -	- - -	- - -	6 15 2	- - -	364 13
11. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington	- - -	110 6 2	- - -	- - -	4 14 6	- - -	665 9
12. Faringdon and Burford	- - -	106 5 7	8 17 0	- - -	11 5 6	- - -	284 11
13. Galley Hill and Clanfield Cross	10 4 0	21 18 1	- - -	- - -	2 10 8	- - -	233 1
14. Gosford Road	- - -	- - -	- - -	- - -	- - -	- - -	154 5

a Including 495*l.* paid in discharge of debts of 600*l.* *b* Reduced by consent. *c* Including 247*l.* 5*s.* at 3 per cent., and 3,875*l.* not bearing interest.
g For debts of 300*l.* *h* Including 75*l.* watering for 3¾ years. *i* For debts of 220*l.* *j* For debts of 208*l.* 6*s.* 2*d.*

	DEBTS.						ARREARS OF INCOME.					
	27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	33 4 1	33 4 1
2.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	152 6 11	152 6 11
3.	9,400 0 0	None	- - -	- - -	- - -	9,400 0 0	- - -	- - -	- - -	- - -	85 6 11	85 6 11
4.	- - -	- -	236 11 4	- - -	51 11 3	288 2 7	—	—	—	—	—	—
5.	20,658 13 4	3¼	- - -	242 9 9	- - -	20,901 3 1	- - -	168 2 5	- - -	92 2 8	604 3 8	864 8 9
6.	900 0 0	5	- - -	- - -	48 16 0	948 16 0	—	—	—	—	—	—
7.	600 0 0	*b* 3	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	9 17 9	9 17 9
8.	4,349 0 0	5	- - -	874 19 0	289 11 8	5,513 10 8	—	—	—	—	—	—
9.	*c* 4,722 5 0	1½	- - -	- - -	- - -	4,722 5 0	- - -	69 0 9	- - -	- - -	33 1 8	102 2 5
10.	600 0 0	3½	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	132 12 10	132 12 10
1.	6,000 0 0	2½	1,339 0 10	- - -	- - -	7,339 0 10	- - -	- - -	- - -	- - -	19 13 9	19 13 9
2.	14,300 0 0	2	- - -	- - -	- - -	14,300 0 0	- - -	- - -	- - -	- - -	266 9 10	266 9 10
3.	5,850 0 0	None	- - -	- - -	- - -	5,850 0 0	- - -	- - -	- - -	- - -	241 2 4	241 2 4
4.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	52 7 5	52 7 5
5.	6,000 0 0	3	- - -	- - -	- - -	6,000 0 0	- - -	- - -	- - -	270 0 9	507 11 4	777 12 1
	73,379 18 4	- -	1,575 12 2	1,117 8 9	389 18 11	76,462 18 2	- -	237 3 2	- -	362 3 5	2,137 18 6	2,737 5 1
1.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	286 8 11	286 8 11
2.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	150 0 0	74 17 2	235 5 9	460 2 11
3.	7,616 15 3	1*d.*	- - -	- - -	- - -	7,616 15 3	- - -	- - -	- - -	- - -	247 10 2	247 10 2
4.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8 5 5	8 5 5
5.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2,011 15 2	2,011 15 2
6.	1,180 0 0	2	- - -	- - -	- - -	1,180 0 0	- - -	- - -	- - -	- - -	367 2 8	367 2 8
7.	660 0 0	3	- - -	- - -	- - -	660 0 0	- - -	- - -	- - -	110 0 0	218 11 6	328 11 6
8.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	205 1 1	205 1 1
9.	2,472 10 0	4	- - -	- - -	- - -	2,472 10 0	19 11 8	- - -	- - -	- - -	161 9 6	181 1 2
10.	2,189 10 0	4	66 2 3	99 12 0	- - -	2,355 4 3	- - -	- - -	- - -	- - -	503 15 2	503 15 2
11.	250 0 0	4	- - -	- - -	32 14 1	282 14 1	—	—	—	—	—	—
12.	2,971 15 0	3	- - -	- - -	13 3 5	2,984 18 5	—	—	—	—	—	—
13.	3,062 13 8	3	- - -	- - -	2 1 7	3,064 15 3	—	—	—	—	—	—
14.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,390 14 8	1,390 14 8
15.	8,000 0 0	3¼	- - -	- - -	- - -	8,000 0 0	74 3 4	- - -	4 11 3	- - -	377 15 10	456 10 5
16.	5,050 0 0	4	- - -	- - -	- - -	5,050 0 0	- - -	- - -	- - -	- - -	92 8 0	92 8 0
17.	450 0 0	4	- - -	- - -	- - -	450 0 0	- - -	- - -	- - -	- - -	154 2 7	154 2 7
18.	7,833 6 8	2½	- - -	- - -	- - -	7,833 6 8	- - -	- - -	- - -	- - -	280 19 5	280 19 5
19.	300 0 0	4	- - -	- - -	1,795 15 10	2,095 15 10	—	—	—	—	—	—
20.	8,651 0 0	5	98 11 1	605 1 7	- - -	9,354 12 8	- - -	- - -	- - -	- - -	540 5 3	540 5 3
21.	4,750 0 0	4	64 19 3	22 12 0	- - -	4,837 11 3	- - -	- - -	- - -	- - -	188 10 8	188 10 8
	55,437 10 7	- -	229 12 7	727 5 7	1,843 14 11	58,238 3 8	93 15 0	- -	154 11 3	184 17 2	7,270 1 9	7,703 5 2
1.	1,291 13 10	2	- - -	- - -	- - -	1,291 13 10	- - -	- - -	- - -	- - -	147 0 10	147 0 10
2.	3,800 0 0	4½	- - -	127 15 0	- - -	3,927 15 0	- - -	- - -	12 0 0	- - -	222 12 7	234 12 7
3.	4,384 0 0	3	- - -	120 11 4	- - -	4,504 11 4	24 16 8	- - -	- - -	- - -	80 7 9	105 4 5
4.	100 0 0	5	74 1 1	3 10 6	- - -	177 11 7	- - -	- - -	- - -	- - -	2 10 7	2 10 7
5.	1,595 0 0	4	- - -	64 0 0	- - -	1,659 0 0	- - -	- - -	- - -	- - -	89 0 9	89 0 9
6.	11,300 0 0	*l* 3	- - -	405 0 0	- - -	11,705 0 0	- - -	- - -	- - -	- - -	518 1 0	518 1 0
7.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	213 7 11	213 7 11
8.	1,787 10 0	2½	- - -	- - -	- - -	1,787 10 0	82 13 4	- - -	- - -	4 0 6	314 9 10	401 3 8
9.	1,100 0 0	*n* 3	- - -	33 0 0	401 3 8	1,534 3 8	—	—	—	—	—	—
10.	- - -	- -	- - -	- - -	45 3 3	45 3 3	—	—	—	—	—	—
11.	3,777 0 0	3	- - -	- - -	- - -	3,777 0 0	- - -	- - -	- - -	- - -	400 5 6	400 5 6
12.	2,150 0 0	5	9 16 7	121 2 5	- - -	2,280 19 0	- - -	- - -	- - -	- - -	8 4 6	8 4 6
13.	730 0 0	3	- - -	- - -	- - -	730 0 0	- - -	- - -	- - -	- - -	90 14 5	90 14 5
14.	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	397 16 8	397 16 8

d For debts of 200*l.*
k For debts of 225*l.*
e For debts of 542*l.* 15*s.*, and including 187*l.* 5*s.* paid off debt on Eastern Division.
l Reduced by Provisional Order.
m For debts of 350*l.*
f Including 11*l.* 19*s.* 9*d.* to Centre Division.
n Reduced by consent of creditor.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Securi of the Tol
COUNTY OF OXFORD—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
15. Henley and Dorchester	628 7 7	- - -	1,137 11 8	- - -	- - -	- -	- - -	- -
16. St. Clement's	1,037 12 10	- - -	800 0 0	- - -	- - -	- -	- - -	- -
17. Stokenchurch and Woodstock	896 1 3	- - -	1,626 10 6	- - -	- - -	- -	43 7 3	- -
18. Ditto, Islip Branch	- - -	- - -	94 0 0	- - -	- - -	- -	- - -	- -
19. Thame and Bicester	66 0 11	- - -	490 0 0	- - -	- - -	0 6 0	50 18 8	- -
20. Thame and Postcombe	49 19 8	- - -	165 0 0	- - -	- - -	- -	- - -	- -
21. Woodstock and Rollright Lane	52 11 3	- - -	433 14 8	- - -	- - -	- -	- - -	- -
£	5,443 19 0	492 16 4	13,276 12 8	338 14 5	- - -	1 10 9	188 2 10	- -
COUNTY OF RUTLAND.								
1. Grantham, South District	159 18 1	- - -	393 1 8	- - -	- - -	0 4 0	0 5 0	- -
2. Leicester and Peterborough, Uppingham District	25 10 5	- - -	420 0 2	- - -	- - -	- -	*d* 336 12 0	- -
3. Nottingham and Kettering, South Division	77 10 11	- - -	626 6 10	- - -	- - -	- -	11 12 0	- -
4. Oakham	11 14 1	- - -	468 10 0	- - -	- - -	- -	1 9 0	- -
£	274 13 6	- - -	1,907 18 8	- - -	- - -	0 4 0	349 18 0	- -
COUNTY OF SALOP.								
1. Bishop's Castle, First District	- - -	386 19 9	1,216 16 11	626 5 5	- - -	- -	30 0 0	- -
2. Bridgnorth and Shiffnal	111 8 1	- - -	187 9 11	- - -	- - -	- -	- - -	- -
3. Burlton and Llanymynech	84 8 8	- - -	264 8 4	- - -	- - -	- -	- - -	- -
4. Cleobury Mortimer District	314 10 10	- - -	684 5 4	21 0 0	- - -	- -	20 14 6	- -
5. Cleobury North and Ditton Priors	130 15 10	- - -	319 5 0	105 15 0	- - -	0 3 3	15 0 0	- -
6. Coalbrookdale and Wellington	164 14 5	- - -	320 0 0	- - -	- - -	- -	- - -	- -
7. Ellesmere District	324 10 2	- - -	411 13 8	- - -	- - -	- -	2 2 0	- -
8. Ellesmere, Wem Division	51 15 2	- - -	145 0 0	- - -	- - -	- -	- - -	- -
9. Honnington and Hilton	34 16 7	- - -	20 4 6	- - -	- - -	- -	- - -	- -
10. Leighton and Buildwas	63 14 8	- - -	90 0 0	- - -	- - -	- -	- - -	- -
11. Ludlow Roads (Three Districts consolidated)	839 19 10	- - -	2,682 15 10	- - -	- - -	0 5 0	61 0 0	- -
12. Madeley	318 16 2	- - -	392 15 4	- - -	- - -	- -	3 0 0	- -
13. Minsterley and Churchstoke	20 16 11	- - -	323 10 0	76 10 0	- - -	- -	- - -	- -
14. Morville and Shipton	52 1 9	- - -	88 10 0	84 4 3	- - -	0 2 6	- - -	- -
15. Newport and Ternhill	128 13 9	- - -	197 10 0	- - -	- - -	- -	- - -	- -
16. Oswestry	43 16 3	- - -	2,609 10 10	- - -	- - -	1 5 8	82 9 9	- -
17. Preston Brockhurst	421 2 2	- - -	1,389 0 0	- - -	- - -	- -	28 0 9	- -
18. Shiffnal District	120 6 9	- - -	329 11 8	- - -	- - -	- -	- - -	- -
19. Shrewsbury (Nine Districts)	598 7 1	- - -	2,191 9 3	34 6 0	- - -	0 14 10	57 15 5	- -
20. Shrewsbury, Wenlock, and Bridgnorth	522 4 10	- - -	1,519 15 0	- - -	- - -	0 7 6	13 4 9	- -
21. Watling Street, Wellington District *g*	386 12 8	- - -	808 18 9	- - -	- - -	- -	*h* 300 5 10	- -
22. Wem and Bron-y-Garth, First District	103 3 5	- - -	495 16 4	- - -	- - -	- -	12 0 0	- -
23. Ditto, Second District	- - -	543 10 10	*j* - -	- - -	- - -	- -	- - -	- -
24. Wenlock	184 5 9	- - -	319 8 4	- - -	- - -	- -	9 6 2	- -
25. Weston Gate (Bewdley Act)	195 7 8	- - -	185 16 8	66 0 0	- - -	- -	5 9 2	- -
26. Whitchurch and Madeley	- - -	3 12 10	637 10 0	- - -	- - -	- -	40 1 5	- -
£	5,216 9 5	934 3 5	17,831 1 8	1,014 0 8	- - -	2 18 9	680 9 9	- -
COUNTY OF SOMERSET.								
1. Bath	1,523 3 3	- - -	6,205 10 9	- - -	- - -	- -	93 7 0	- -
2. Black Dog	134 7 0	- - -	1,385 0 0	234 15 0	- - -	- -	49 10 0	- -
3. Bridgwater	172 18 3	- - -	3,144 3 4	- - -	- - -	0 2 6	26 6 0	- -
4. Bruton	487 5 0	- - -	1,065 0 0	- - -	- - -	- -	- - -	- -
5. Chard	295 5 7	- - -	755 0 0	- - -	- - -	- -	43 14 0	- -
6. Crewkerne	232 1 10	- - -	1,683 8 4	- - -	- - -	0 15 6	0 15 0	- -
7. Frome	575 8 9	- - -	1,693 18 9	- - -	- - -	- -	190 7 0	- -
8. High Ham and Ashcott	2 0 9	- - -	70 0 0	- - -	- - -	- -	- - -	- -
9. Ilchester	26 8 7	- - -	724 0 0	- - -	- - -	- -	15 17 6	- -
10. Ilminster	333 13 1	- - -	1,534 8 6	- - -	- - -	0 2 9	2 10 0	- -
11. Langport, Somerton, and Castle Cary	573 1 10	- - -	1,995 9 3	670 11 8	- - -	- -	37 12 6	- -

a Gratuity. *b* Paid to parishes. *c* Including team labour. *d* Including 328*l.* 10*s.* received from Leicester District.
i Including balance paid over to parishes on the Trust ceasing.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5.	1,137 11 8	266 10 5	232 2 2	257 16 5	- - -	13 1 6	36 18 1	a 50 0 0	63 0 0	100 0 0
6.	800 0 0	- - -	- - -	- - -	- - -	- - -	27 0 10	- - -	- - -	- - -
7.	1,669 17 9	346 9 9	308 6 1	429 8 9	- - -	0 11 0	36 19 1	- - -	35 0 0	80 0 0
8.	94 0 0	b 68 7 9	- - -	- - -	- - -	- - -	1 2 9	- - -	- - -	- - -
9.	541 4 8	153 6 0	- - -	c 303 12 11	- - -	- - -	46 5 2	7 0 0	10 0 0	30 0 0
0.	165 0 0	17 0 7	- - -	c 135 7 9	- - -	- - -	4 13 0	3 0 0	5 0 0	5 0 0
1.	433 14 8	188 11 11	46 0 0	37 1 3	- - -	11 1 0	16 2 3	- - -	35 0 0	52 0 0
	13,805 0 8	4,171 0 8	1,578 6 4	2,582 2 1	- - -	134 2 7	504 1 5	120 10 0	430 14 0	693 4 0
1.	393 10 8	177 5 2	76 4 0	92 13 0	- - -	- - -	18 13 8	- - -	20 0 0	39 0 0
2.	756 12 2	104 8 6	42 10 10	97 17 0	- - -	- - -	8 5 4	- - -	10 0 0	39 0 0
3.	637 18 10	163 9 8	51 15 4	237 19 2	- - -	- - -	22 7 11	- - -	10 0 0	39 0 0
4.	469 19 0	190 2 2	46 1 3	142 7 3	- - -	1 0 0	19 6 0	- - -	20 0 0	50 0 0
	2,258 0 8	635 5 6	216 11 5	570 16 5	- - -	1 0 0	68 12 11	- - -	60 0 0	167 0 0
1.	1,873 2 4	745 8 11	310 10 2	- - -	- - -	8 0 0	28 1 11	35 0 0	25 0 0	120 0 0
2.	187 9 11	e 101 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	- - -
3.	264 8 4	136 12 3	8 19 2	59 9 6	- - -	1 10 0	42 0 0	- - -	- - -	16 0 0
4.	725 19 10	285 1 9	112 17 7	3 10 0	- - -	- - -	22 8 6	- - -	15 0 0	88 0 0
5.	440 3 3	112 12 11	38 15 7	7 1 6	- - -	- - -	10 15 4	- - -	- - -	30 0 0
6.	320 0 0	59 0 4	14 5 0	- - -	- - -	- - -	18 10 8	- - -	10 0 0	15 0 0
7.	413 15 8	151 0 2	10 4 0	9 14 0	- - -	6 0 0	13 18 2	- - -	25 0 0	40 0 0
8.	145 0 0	53 18 0	- - -	2 8 0	- - -	- - -	41 19 8	10 0 0	10 0 0	- - -
9.	20 4 6	8 9 2	4 10 0	5 8 0	- - -	- - -	- - -	- - -	- - -	- - -
0.	90 0 0	10 6 7	6 1 6	8 18 0	- - -	- - -	2 4 8	- - -	6 0 0	1 5 0
1.	2,744 0 10	1,066 19 2	733 19 2	591 10 3	- - -	4 13 6	111 15 9	25 0 0	21 0 0	160 0 0
2.	395 15 4	249 2 11	130 15 7	- - -	- - -	- - -	94 6 11	- - -	20 0 0	35 0 0
3.	400 0 0	71 11 8	28 16 0	36 9 7	- - -	- - -	0 3 0	- - -	15 0 0	15 12 0
4.	172 16 9	30 7 8	31 4 0	6 12 0	- - -	- - -	14 11 11	- - -	15 0 0	11 10 0
5.	197 10 0	e 123 18 3	- - -	- - -	- - -	- - -	46 16 2	7 7 0	7 7 0	10 10 0
6.	2,693 6 3	1,511 18 0	165 5 10	222 5 10	- - -	15 8 0	40 9 2	- - -	50 0 0	105 0 0
7.	1,417 0 9	311 8 9	175 16 9	88 11 6	- - -	25 14 5	24 12 6	- - -	30 0 0	70 0 0
8.	329 11 8	e 124 1 0	- - -	- - -	- - -	- - -	3 18 6	- - -	25 0 0	- - -
9.	2,284 5 6	f 1,038 9 10	461 3 2	- - -	- - -	12 2 8	57 10 9	- - -	60 0 0	120 1 2
0.	1,533 7 3	499 11 4	147 2 0	45 7 10	- - -	10 1 6	35 4 0	- - -	30 0 0	52 0 0
1.	1,109 4 7	i 338 2 8	59 2 0	- - -	- - -	- - -	19 17 8	- - -	30 6 8	92 13 0
2.	507 16 4	159 13 4	30 7 6	34 1 0	- - -	3 0 0	14 13 11	- - -	- - -	30 0 0
3.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4.	328 14 6	203 4 11	42 19 4	19 1 6	- - -	- - -	14 19 4	- - -	18 0 0	70 0 0
5.	257 5 10	60 8 11	44 5 10	- - -	- - -	- - -	- - -	- - -	5 0 0	12 0 0
6.	677 11 5	201 1 0	53 9 7	69 5 6	- - -	- - -	24 15 11	- - -	30 0 0	50 0 0
	19,528 10 10	7,653 9 6	2,610 9 9	1,209 14 0	- - -	86 10 1	683 14 5	77 7 0	458 3 8	1,144 11 2
1.	6,298 17 9	1,165 2 0	669 16 9	1,750 13 3	- - -	82 3 8	55 4 10	70 0 0	10 0 0	290 0 0
2.	1,669 5 0	476 13 6	159 7 1	42 18 8	- - -	23 19 0	27 8 1	25 0 0	30 0 0	110 0 0
3.	3,170 11 10	743 7 11	267 2 3	554 19 0	- - -	- - -	74 6 11	- - -	70 0 0	190 0 0
4.	1,065 0 0	e 865 10 0	- - -	- - -	- - -	- - -	64 16 10	10 0 0	30 0 0	70 0 0
5.	798 14 0	e 480 0 0	- - -	- - -	- - -	- - -	125 17 1	- - -	40 0 0	- - -
6.	1,684 18 10	247 6 6	113 4 3	124 19 9	63 0 0	- - -	107 14 3	20 0 0	40 0 0	60 0 0
7.	1,884 5 9	684 18 2	242 10 0	48 1 9	- - -	24 10 2	80 16 3	25 0 0	50 0 0	220 0 0
8.	70 0 0	- - -	- - -	- - -	- - -	- - -	0 4 0	- - -	10 0 0	- - -
9.	739 17 6	173 4 5	133 2 9	145 6 9	- - -	16 3 3	15 18 1	- - -	30 0 0	100 0 0
0.	1,537 1 3	256 8 3	118 11 11	75 5 0	- - -	19 0 6	45 12 0	20 0 0	42 0 0	80 0 0
1.	2,703 13 5	591 18 8	508 0 11	394 12 7	- - -	22 15 10	62 6 1	- - -	50 0 0	155 0 0

e Contract work. f Including materials. g Local Act expired 1st November 1866. h Including proceeds of sale of Trust property.
j "No tolls have been received and no repairs done" since last return.

(Continued on page 56.)

(Continued from page 55.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF OXFORD—*cont.*							
15. Henley and Dorchester	- - -	13 16 9	- - -	- - -	23 0 6	- - -	1,056 5
16. St. Clement's	- - -	1,077 11 4	- - -	- - -	2 7 0	- - -	1,106 19
17. Stokenchurch and Woodstock	10 0 0	501 10 2	- - -	- - -	1 18 0	- - -	1,750 2
18. Ditto, Islip Branch	- - -	17 17 6	- - -	- - -	6 12 0	- - -	94 0
19. Thame and Bicester	2 16 11	67 10 0	- - -	- - -	8 4 5	- - -	628 15
20. Thame and Postcombe	2 16 11	42 10 0	- - -	- - -	6 14 5	- - -	222 2
21. Woodstock and Rollright Lane	3 3 0	26 8 9	- - -	- - -	9 8 8	- - -	424 16
£	108 0 2	3,068 5 4	73 0 5	730 1 2	235 10 3	- - -	14,428 18
COUNTY OF RUTLAND.							
1. Grantham, South District	- - -	29 7 4	- - -	74 14 0	21 15 10	- - -	549 13
2. Leicester and Peterborough, Uppingham District	1 0 10	437 10 4	- - -	- - -	15 11 1	- - -	756 3
3. Nottingham and Kettering, South Division	4 7 8	- - -	- - -	- - -	*a* 78 3 8	- - -	607 3
4. Oakham	- - -	- - -	- - -	- - -	7 0 0	- - -	475 16
£	5 8 6	466 17 8	- - -	74 14 0	122 10 7	- - -	2,388 17
COUNTY OF SALOP.							
1. Bishop's Castle, First District	24 3 11	109 11 0	2 8 4	200 0 0	57 6 7	- - -	1,665 10
2. Bridgnorth and Shiffnal	11 10 11	70 16 0	- - -	- - -	8 2 6	- - -	201 19
3. Burlton and Llanymynech	4 13 10	34 6 4	- - -	- - -	10 17 10	- - -	314 8
4. Cleobury Mortimer District	- - -	82 12 11	- - -	*c* 207 0 0	32 17 7	- - -	849 8
5. Cleobury North and Ditton Priors	28 10 3	72 3 0	- - -	- - -	22 8 5	- - -	322 7
6. Coalbrookdale and Wellington	- - -	123 19 8	- - -	- - -	0 10 6	- - -	241 6
7. Ellesmere District	- - -	133 16 1	- - -	- - -	6 3 11	- - -	395 16
8. Ellesmere, Wem Division	2 19 6	11 2 5	- - -	40 0 0	4 11 0	- - -	176 18
9. Honnington and Hilton	2 8 10	- - -	- - -	- - -	1 4 10	- - -	22 0
10. Leighton and Buildwas	- - -	1 5 0	- - -	- - -	3 9 0	- - -	39 9
11. Ludlow Roads (Three Districts consolidated)	- - -	65 4 0	- - -	*d* 68 16 0	8 19 10	- - -	2,857 17
12. Madeley	- - -	- - -	- - -	- - -	5 0 0	- - -	534 5
13. Minsterley and Churchstoke	- - -	- - -	- - -	240 0 0	5 13 7	- - -	413 5
14. Morville and Shipton	- - -	60 0 0	- - -	- - -	2 9 6	- - -	171 15
15. Newport and Ternhill	11 4 10	- - -	- - -	- - -	1 12 6	- - -	208 15
16. Oswestry	- - -	152 4 4	- - -	*f* 300 0 0	52 14 11	- - -	2,615 6
17. Preston Brockhurst	1 10 0	176 17 3	28 0 0	*g* 439 0 0	22 16 6	- - -	1,394 7
18. Shiffnal District	- - -	- - -	- - -	240 0 0	21 5 9	- - -	414 5
19. Shrewsbury (Nine Districts)	- - -	257 6 10	- - -	117 10 0	43 14 2	- - -	2,167 18
20. Shrewsbury, Wenlock, and Bridgnorth	- - -	196 13 9	- - -	*h* 648 10 0	10 15 0	- - -	1,675 5
21. Watling Street, Wellington District	*i* 824 13 10	- - -	7 10 0	- - -	123 11 5	- - -	1,495 17
22. Wem and Bron-y-Garth, First District	- - -	91 10 0	- - -	100 0 0	6 14 10	- - -	470 0
23. Ditto, Second District	- - -	- - -	- - -	- - -	- - -	- - -	- - -
24. Wenlock	2 13 8	- - -	- - -	- - -	4 12 3	- - -	375 11
25. Weston Gate (Bewdley Act)	- - -	36 1 8	- - -	100 0 0	12 19 3	- - -	270 15
26. Whitchurch and Madeley	- - -	46 17 6	- - -	- - -	47 12 2	- - -	523 1
£	914 9 7	1,722 7 9	37 18 4	2,700 16 0	518 3 10	- - -	19,817 15
COUNTY OF SOMERSET.							
1. Bath	39 9 0	932 2 0	83 5 9	*l* 1,722 10 0	4 8 3	- - -	6,874 15
2. Black Dog	40 3 4	610 15 6	25 0 0	- - -	67 15 8	- - -	1,639 0
3. Bridgwater	- - -	214 3 8	- - -	1,007 10 0	29 11 8	- - -	3,151 1
4. Bruton	- - -	279 9 1	- - -	- - -	38 14 7	- - -	1,358 10
5. Chard	12 5 5	32 8 1	183 10 0	100 0 0	59 2 10	- - -	1,033 3
6. Crewkerne	8 2 8	259 1 9	226 19 0	*n* 397 19 6	65 4 9	- - -	1,733 12
7. Frome	4 16 8	61 18 4	20 0 0	500 0 0	41 15 6	- - -	2,004 6
8. High Ham and Ashcott	- - -	54 15 6	- - -	- - -	4 7 0	- - -	69 6
9. Ilchester	- - -	33 15 0	- - -	75 0 0	20 0 8	- - -	742 10
10. Ilminster	14 12 6	425 17 5	- - -	*o* 366 11 8	60 9 4	- - -	1,524 8
11. Langport, Somerton, and Castle Cary	- - -	362 8 4	- - -	*q* 601 5 0	51 0 6	- - -	2,799 7

a Including 67*l.* 4*s.* 8*d.* to Centre Division. *b* Including 100*l.* at 4 per cent. *c* For debts of 300*l.* *d* For debts of 96*l.*
Including costs of unsuccessful application to Parliament. *j* Including 5,577*l.* 12*s.* 6*d.* at 4 per cent. *k* None has ever been paid.
n For debts of 400*l.* *o* For debts of 375*l.*

	DEBTS.						ARREARS OF INCOME.					
	27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	650 0 0	4½	- -	84 3 5	- -	734 3 5	- -	- -	- -	- -	709 13 5	709 13 5
	15,164 0 0	4 & 5	- -	1,619 2 8	- -	16,783 2 8	- -	- -	- -	- -	730 13 8	730 13 8
	12,805 0 0	3¼	191 10 2	457 17 10	- -	13,454 8 0	- -	- -	- -	- -	815 16 2	815 16 2
	550 0 0	3½	- -	- - -	- -	550 0 0	—	—	—	—	—	—
	1,350 0 0	5	- -	16 17 10	21 9 10	1,388 7 8	—	—	—	—	—	—
	850 0 0	5	- -	31 18 0	7 3 0	889 1 0	—	—	—	—	—	—
	600 0 0	4½	- -	94 10 0	- -	694 10 0	16 1 8	- -	0 5 0	- -	61 9 1	77 15 9
	63,984 3 10	- -	275 7 10	3,179 9 0	474 19 9	67,914 0 5	123 11 8	- -	12 5 0	4 0 6	4,802 4 8	4,942 1 10
	672 6 6	4	- -	- - -	- -	672 6 6	- -	- -	- -	- -	3 15 9	3 15 9
	2,166 13 4	4½	- -	365 12 6	- -	2,532 5 10	- -	- -	- -	- -	25 18 8	25 18 8
	30 13 9	5	- -	6 3 2	- -	36 16 11	- -	- -	- -	- -	108 6 4	108 6 4
	- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	5 16 5	5 16 5
	2,869 13 7	- -	- -	371 15 8	- -	3,241 9 3	- -	- -	- -	- -	143 17 2	143 17 2
	3,480 0 0	3	- -	- - -	179 8 3	3,659 8 3	—	—	—	—	—	—
	1,200 0 0	4	- -	- - -	- -	1,200 0 0	42 13 4	- -	- -	- -	96 18 7	139 11 11
	b 1,100 0 0	3½	- -	47 19 3	- -	1,147 19 3	21 13 4	- -	- -	- -	34 8 1	56 1 5
	3,000 0 0	2½	- -	- - -	- -	3,000 0 0	78 1 8	- -	- -	- -	191 2 4	269 4 0
	2,440 0 0	3	- -	- - -	- -	2,440 0 0	- -	- -	- -	- -	248 12 1	248 12 1
	3,100 0 0	4	- -	124 0 0	- -	3,224 0 0	- -	- -	- -	- -	243 8 3	243 8 3
	3,000 0 0	5	- -	152 17 6	- -	3,152 17 6	- -	- -	- -	- -	342 9 6	342 9 6
	160 0 0	5	- -	- - -	- -	160 0 0	- -	- -	- -	29 0 0	19 16 7	48 16 7
	395 0 0	None	- -	- - -	- -	395 0 0	- -	- -	- -	- -	33 0 3	33 0 3
	1,108 0 0	1d.	- -	7 7 8	- -	1,115 7 8	- -	- -	- -	- -	114 4 11	114 4 11
	e 1,770 0 0	4	- -	- - -	- -	1,770 0 0	- -	- -	114 5 0	- -	726 3 0	840 8 0
	- - -	- -	- -	- - -	- -	- - -	28 18 0	- -	- -	- -	180 6 1	209 4 1
	9,883 6 11	1d.	- -	0 12 4	- -	9,883 19 3	- -	- -	- -	- -	7 11 1	7 11 1
	10,900 0 0	3	- -	5,785 11 6	- -	16,685 11 6	- -	25 0 0	- -	- -	53 3 5	78 3 5
	- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	117 8 0	117 8 0
	3,669 4 6	4	- -	72 10 0	- -	3,741 14 6	- -	- -	- -	- -	121 16 5	121 16 5
	3,550 0 0	4½	- -	- - -	- -	3,550 0 0	- -	- -	- -	- -	443 15 3	443 15 3
	1,080 0 0	None	- -	- - -	- -	1,080 0 0	- -	- -	- -	- -	35 13 2	35 13 2
	6,981 17 6	3 & 4	- -	32 0 0	- -	7,013 17 6	18 5 0	- -	- -	- -	714 14 0	732 19 0
	5,150 0 0	3½	- -	- - -	- -	5,150 0 0	62 10 9	- -	- -	- -	380 6 8	442 17 5
	—	—	—	—	—	—	—	—	—	—	—	—
	2,000 0 0	5	- -	42 13 9	- -	2,042 13 9	- -	- -	- -	- -	140 19 2	140 19 2
	j 8,577 12 6	5	- -	k - -	543 10 10	9,121 3 4	—	—	—	—	—	—
	- - -	- -	- -	- - -	- -	- - -	19 3 4	- -	- -	- -	137 9 3	156 12 7
	1,700 0 0	2	- -	- - -	- -	1,700 0 0	- -	- -	- -	- -	181 17 10	181 17 10
	1,250 0 0	3¾	- -	- - -	- -	1,250 0 0	- -	- -	- -	- -	150 16 11	150 16 11
	75,495 1 5	- -	- -	6,265 12 0	722 19 1	82,483 12 6	271 5 5	25 0 0	114 5 0	29 0 0	4,716 0 10	5,155 11 3
1.	19,685 0 0	4½	303 13 10	- - -	- - -	19,988 13 10	- -	- -	72 15 0	- -	947 5 6	1,020 0 6
2.	30,539 19 1	2	- -	- - -	- -	30,539 19 1	- -	- -	- -	- -	164 11 2	164 11 2
3.	3,485 0 0	4	21 0 10	105 10 11	- -	3,611 11 9	- -	- -	- -	- -	192 8 8	192 8 8
4.	m 9,350 0 0	3½	- -	466 7 6	- -	9,816 7 6	115 10 0	- -	- -	- -	193 14 6	309 4 6
5.	750 0 0	4 & 5	- -	90 0 0	- -	840 0 0	- -	- -	- -	- -	60 16 2	60 16 2
6.	6,000 0 0	4	- -	- - -	- -	6,000 0 0	- -	- -	- -	- -	183 8 3	183 8 3
7.	1,100 0 0	4½	- -	- - -	- -	1,100 0 0	- -	- -	- -	- -	455 7 8	455 7 8
8.	2,390 0 0	1¾	- -	109 17 0	- -	2,499 17 0	- -	- -	- -	- -	2 14 3	2 14 3
9.	600 0 0	5	- -	- - -	- -	600 0 0	- -	- -	- -	- -	23 15 2	23 15 2
0.	p 8,400 0 0	5	- -	260 8 9	- -	8,660 8 9	- -	- -	- -	40 7 6	346 5 9	386 13 3
1.	11,790 0 0	3	9 18 8	255 2 5	- -	12,055 1 1	102 7 9	- -	- -	- -	477 7 4	579 15 1

e Including 570*l.* at 3 per cent. f For debts of 333*l.* g For debts of 450*l.* h For debts of 750*l.*
l For debts of 1,750*l.* m Including 2,550*l.* at 3*l.* 3*s.* per cent. and 1,550*l.* at 2*l.* 16*s.* per cent.
p Including 1,900*l.* at 4½ per cent. q For debts of 800*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount o Money borrowed the Securi of the Tol
COUNTY OF SOMERSET—*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
12. Martock and South Petherton Roads (united)	188 7 0	- - -	763 0 0	- - -	- - -	- -	- - -	- -
13. "Minchead Roads" (united)	37 9 6	- - -	1,671 0 0	- - -	- - -	0 4 0	- - -	- -
14. Radstock	- - -	93 4 9	832 7 8	- - -	- - -	- -	8 1 6	- -
15. Shepton Mallet	- - -	254 17 6	2,218 6 8	- - -	- - -	0 14 0	48 19 9	- -
16. Taunton	33 8 3	- - -	3,922 10 0	- - -	- - -	0 2 6	99 18 10	- -
17. Wedmore	293 1 6	- - -	304 0 0	- - -	- - -	- -	- - -	- -
18. Wells	181 5 2	- - -	1,710 0 0	- - -	- - -	- -	26 12 0	- -
19. Wells and Highbridge	307 16 8	- - -	450 5 0	- - -	- - -	- -	- - -	- -
20. West Harptry	178 11 6	- - -	687 5 0	12 5 6	- - -	0 1 9	5 2 0	- -
21. Weston-super-Mare and Worle	31 2 8	- - -	155 10 9	- - -	- - -	- -	0 2 0	- -
22. Wincanton	171 8 4	- - -	1,100 0 0	- - -	- - -	5 5 9	28 13 8	- -
23. Wiveliscombe	307 17 6	- - -	1,237 2 10	- - -	- - -	- -	- - -	- -
24. Yeovil	456 5 5	- - -	1,205 0 0	- - -	- - -	- -	- - -	- -
£	6,542 7 5	348 2 3	36,512 6 10	917 12 2	- - -	7 8 9	677 8 9	- -
COUNTY OF STAFFORD.								
1. Albrighton and Tong	27 9 1	- - -	160 0 0	- - -	- - -	- -	- - -	- -
2. Ashborne to Leek	26 15 10	- - -	369 19 11	- - -	- - -	0 12 6	- - -	- -
3. Ashby-de-la-Zouch to Tutbury	338 18 7	- - -	1,258 0 0	- - -	- - -	- -	0 18 6	- -
4. Bilston	215 17 2	- - -	2,880 0 0	- - -	- - -	- -	430 0 0	- -
5. Birmingham and Wednesbury	927 1 3	- - -	5,615 0 0	- - -	- - -	- -	118 9 6	- -
6. Blyth Marsh	2,020 14 10	- - -	2,905 0 0	- - -	- - -	- -	- - -	- -
7. Burton-upon-Trent to Abbot's Bromley	161 10 4	- - -	308 2 8	- - -	- - -	- -	- - -	- -
8. Butterton Moor End	84 11 10	- - -	377 0 0	- - -	39 15 0	- -	12 1 0	- -
9. Cannock and Penkridge	97 1 3	- - -	152 0 0	- - -	- - -	- -	- - -	- -
10. Cheadle (Five Districts consolidated)	1,937 9 8	- - -	1,728 6 8	239 7 0	- - -	0 10 0	121 12 0	- -
11. Darlaston	420 9 2	- - -	1,010 0 0	- - -	- - -	- -	7 10 0	- -
12. Darley Moor and Ellaston	24 17 8	- - -	137 13 8	- - -	- - -	- -	- - -	- -
13. Eccleshall, Newport, and Watling Street	552 7 6	- - -	434 0 0	- - -	- - -	- -	- - -	- -
14. Great Chell and Shelton	24 6 10	- - -	365 8 3	- - -	- - -	- -	- - -	- -
15. Handsworth and Perry Bar (united)	- - -	36 5 6	831 3 10	- - -	- - -	- -	- - -	- -
16. Hanley and Bucknall	213 13 9	- - -	1,740 8 4	- - -	- - -	- -	- - -	- -
17. High Bridges and Uttoxeter	285 14 1	- - -	299 0 0	- - -	- - -	- -	- - -	- -
18. Lawton, Burslem, and Newcastle-under-Lyme	886 17 5	- - -	2,220 0 0	- - -	- - -	- -	50 13 8	- -
19. Leek, Buxton, and Monyash	472 0 1	- - -	513 16 9	95 10 0	69 10 0	1 14 10	17 4 1	- -
20. Lichfield (united)	274 2 7	- - -	1,044 19 2	- - -	- - -	- -	30 0 0	- -
21. New Biddulph	270 4 4	- - -	188 0 9	- - -	- - -	- -	- - -	- -
22. Newcastle-under-Lyme and Drayton	396 0 5	- - -	600 0 0	- - -	- - -	- -	- - -	- -
23. Newcastle-under-Lyme and Eccleshall	73 14 0	- - -	219 6 0	- - -	- - -	- -	- - -	- -
24. Newcastle-under-Lyme to Leek	972 10 11	- - -	2,150 0 0	- - -	- - -	- -	65 1 4	- -
25. Newcastle-under-Lyme and Nantwich	387 7 4	- - -	1,348 18 2	- - -	- - -	- -	2 2 6	- -
26. Newport and Stonnall	741 18 2	- - -	538 1 8	- - -	- - -	- -	- - -	- -
27. Rugeley and Stone	297 12 1	- - -	462 0 0	20 0 0	- - -	- -	16 6 8	- -
28. Ditto, Alrewas Branch	192 13 9	- - -	220 0 0	52 10 0	- - -	- -	- - -	- -
29. Ditto, Fillybrook Branch	3 10 3	- - -	50 0 0	- - -	- - -	- -	- - -	- -
30. Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors	5 17 2	- - -	343 0 8	- - -	- - -	1 3 0	5 18 8	- -
31. Sedgley Roads	271 8 2	- - -	810 0 0	- - -	- - -	- -	5 8 0	- -
32. Ditto, New Roads	118 18 2	- - -	765 0 0	- - -	- - -	- -	11 10 10	- -
33. Spath and Hanging Bridge	66 13 9	- - -	194 3 4	- - -	- - -	- -	- - -	- -
34. Stafford, Sandon, and Eccleshall	1,546 17 2	- - -	707 6 4	- - -	- - -	- -	73 13 7	- -
35. Stafford, Uttoxeter, Church Bridge and Newport	849 18 4	- - -	963 10 0	- - -	- - -	- -	20 6 11	- -
36. Stone, Lane End, and Trentham	249 16 11	- - -	611 10 3	- - -	- - -	- -	- - -	- -
37. Stone, Stafford, and Penkridge	344 5 6	- - -	432 0 0	- - -	- - -	- -	5 0 0	- -
38. Stourbridge and Bridgnorth	180 14 0	- - -	475 0 0	- - -	- - -	- -	- - -	- -
39. Streetway and Wordsley Green, and Wolverhampton and Cannock	1,127 16 11	- - -	1,442 1 8	- - -	- - -	- -	39 0 3	- -
40. Tamworth	110 11 5	- - -	1,039 4 4	- - -	- - -	- -	- - -	- -
41. Tunstall and Bosley	58 14 10	- - -	859 0 0	- - -	- - -	- -	- - -	- -

a Including materials, &c. *b* Including team labour. *c* Including 380*l.* to Bilston township.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
.	763 0 0	a 601 1 10	- - -	- - -	- - -	- - -	2 11 8	3 0 0	23 0 0	10 0 0
.	1,671 4 0	176 3 0	144 10 0	9 0 0	- - -	- - -	57 1 7	30 0 0	52 10 0	- - -
.	840 9 2	264 19 5	167 10 0	220 11 6	- - -	5 11 6	13 16 5	5 0 0	25 0 0	119 16 0
.	2,268 0 5	423 6 3	5 7 0	b 1,162 16 7	- - -	- - -	102 7 6	20 0 0	45 0 0	160 0 0
.	4,022 11 4	897 10 11	82 5 0	1,075 4 3	- - -	- - -	156 3 6	- - -	50 0 0	155 0 0
.	304 0 0	- - -	- - -	- - -	- - -	- - -	2 16 6	- - -	10 0 0	- - -
.	1,736 12 0	344 12 1	209 15 3	357 4 9	- - -	19 12 0	81 15 0	26 5 0	50 0 0	120 0 0
.	450 5 0	a 281 10 3	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	- - -
.	704 14 3	236 6 6	151 16 6	5 7 8	- - -	6 19 8	20 4 6	15 0 0	10 0 0	42 0 0
.	155 12 9	6 17 11	7 5 1	14 17 1	- - -	- - -	2 8 2	7 10 0	- - -	- - -
.	1,133 19 5	a 667 19 5	- - -	- - -	- - -	- - -	28 13 9	- - -	30 0 0	60 0 0
.	1,237 2 10	- - -	- - -	- - -	- - -	- - -	56 19 5	20 0 0	30 0 0	25 0 0
.	1,205 0 0	417 13 11	338 2 10	161 0 0	- - -	11 17 10	49 19 0	- - -	40 0 0	100 0 0
	38,114 16 6	10,002 10 11	3,318 7 7	6,142 18 7	63 0 0	232 13 5	1,235 1 5	296 15 0	797 10 0	2,066 16 0
.	160 0 0	71 9 8	0 18 0	27 3 0	- - -	- - -	10 10 2	5 0 0	10 0 0	- - -
2.	370 12 5	184 17 9	81 13 5	12 16 6	- - -	- - -	41 1 6	10 0 0	42 0 0	40 0 0
3.	1,258 18 6	349 11 2	188 13 6	268 15 2	- - -	- - -	39 8 10	- - -	30 0 0	48 0 0
4.	3,310 0 0	375 16 4	308 17 8	c 762 4 11	55 17 0	- - -	316 6 9	13 0 0	52 10 0	100 0 0
5.	5,733 9 6	2,020 7 2	1,675 11 1	1,685 14 5	- - -	2 8 0	575 4 7	10 0 0	80 0 0	206 5 0
6.	2,905 0 0	d 1,560 0 0	- - -	- - -	35 0 0	- - -	249 9 10	- - -	25 0 0	40 0 0
7.	308 2 8	44 8 0	9 5 4	25 10 2	- - -	- - -	8 15 6	- - -	- - -	- - -
8.	428 16 0	50 7 9	16 3 3	- - -	- - -	0 2 0	30 2 5	5 0 0	10 0 0	17 0 0
9.	152 0 0	27 16 2	1 14 0	14 16 0	- - -	- - -	2 7 5	- - -	5 14 8	5 0 0
0.	2,089 15 8	d 602 15 0	- - -	- - -	- - -	- - -	51 16 6	- - -	80 0 0	50 0 0
1.	1,017 10 0	215 19 0	157 14 7	42 5 9	- - -	- - -	38 14 3	- - -	20 0 0	60 0 0
2.	137 13 8	52 8 0	11 11 4	11 0 0	- - -	0 10 0	10 6 6	2 0 0	10 0 0	10 0 0
3.	434 0 0	d 258 18 6	- - -	- - -	- - -	- - -	91 9 4	10 10 0	15 15 0	15 15 0
4.	365 8 3	67 10 7	67 5 0	62 17 0	- - -	- - -	6 6 0	- - -	- - -	- - -
5.	831 3 10	294 4 0	81 5 0	127 6 10	- - -	5 0 0	14 11 8	- - -	40 0 0	50 0 0
6.	1,740 8 4	389 11 1	290 9 0	135 10 11	- - -	5 0 0	34 2 10	- - -	26 18 6	70 0 0
7.	299 0 0	d 120 0 0	- - -	- - -	- - -	- - -	3 5 6	- - -	12 0 0	3 3 0
8.	2,270 13 8	326 5 7	252 6 0	894 15 9	- - -	- - -	118 16 11	- - -	20 0 0	52 0 0
9.	697 15 8	128 0 9	40 13 11	6 15 7	- - -	- - -	3 4 6	- - -	35 0 0	50 0 0
0.	1,074 19 2	445 8 3	111 18 0	283 2 1	1 6 6	10 0 0	119 11 3	- - -	50 0 0	120 0 0
1.	188 0 9	52 6 9	10 9 0	83 9 4	- - -	- - -	4 10 5	- - -	10 0 0	20 0 0
2.	600 0 0	173 16 11	84 19 0	141 13 4	78 7 2	- - -	28 6 6	- - -	20 0 0	40 0 0
3.	219 6 0	44 13 1	40 6 6	8 16 6	- - -	- - -	9 12 8	- - -	5 5 0	30 0 0
4.	2,215 1 4	455 8 8	244 4 5	372 4 11	12 10 0	- - -	187 6 6	- - -	20 0 0	54 12 0
5.	1,351 0 8	294 9 11	133 7 6	404 2 2	- - -	13 0 0	47 15 11	- - -	20 0 0	90 0 0
6.	538 1 8	d 254 0 0	- - -	- - -	- - -	- - -	89 9 10	7 7 0	20 0 0	25 0 0
7.	498 6 8	199 8 3	12 10 0	16 14 6	- - -	- - -	27 18 7	- - -	33 19 2	44 10 0
8.	272 10 0	e 59 5 0	- - -	- - -	- - -	- - -	- - -	- - -	9 5 4	5 0 0
9.	50 0 0	3 6 8	- - -	- - -	- - -	- - -	- - -	- - -	5 1 4	0 10 0
0.	350 2 4	202 4 1	39 4 8	30 2 10	- - -	- - -	13 2 2	- - -	30 0 0	40 0 0
1.	815 8 0	172 3 4	49 0 0	22 13 4	37 13 0	0 10 6	21 7 9	15 0 0	30 0 0	30 0 0
2.	776 10 10	179 18 4	61 16 1	29 10 0	109 10 0	- - -	34 4 8	- - -	- - -	40 0 0
3.	194 3 4	66 13 8	31 16 0	7 11 0	- - -	1 10 0	7 19 3	- - -	15 0 0	25 0 0
4.	780 19 11	154 17 11	3 2 6	124 13 9	- - -	5 0 0	75 12 10	- - -	25 0 0	40 0 0
5.	983 16 11	d 444 10 0	- - -	4 3 6	- - -	- - -	213 4 7	- - -	f 50 0 0	25 0 0
6.	611 10 3	210 12 8	26 7 10	38 6 7	- - -	- - -	16 12 5	- - -	- - -	60 0 0
7.	437 0 0	137 1 2	20 2 6	130 8 0	- - -	- - -	79 3 4	- - -	20 0 0	20 0 0
8.	475 0 0	d 146 3 0	- - -	- - -	- - -	- - -	16 9 3	- - -	10 10 0	12 12 0
0.	1,481 1 11	d 730 0 0	- - -	- - -	- - -	- - -	3 7 6	25 0 0	- - -	122 18 4
0.	1,039 4 4	266 16 11	126 15 2	241 10 9	- - -	- - -	116 18 11	10 0 0	30 0 0	100 0 0
1.	859 0 0	301 12 0	107 5 10	170 18 7	- - -	- - -	5 10 7	- - -	30 0 0	35 0 0

d Contract work. e Including contract work. f For two years.

(Continued on page 60.)

(Continued from page 59.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF SOMERSET— *continued.*							
12. Martock and South Petherton Roads (united)	-	54 9 4	-	*a* 89 0 0	43 7 9	-	826 10
13. "Minehead Roads" (united)	-	395 8 0	62 5 9	*b* 749 18 0	39 9 3	-	1,716 5
14. Radstock	0 10 6	-	-	-	9 11 9	-	832 7
15. Shepton Mallet	-	85 8 0	24 14 1	-	63 9 2	-	2,092 8
16. Taunton	20 0 10	514 17 0	47 12 11	*c* 1,070 0 0	90 15 11	-	4,159 10
17. Wedmore	0 10 0	26 6 3	-	*d* 281 5 0	20 16 4	-	341 14
18. Wells	-	325 17 8	-	-	40 2 9	-	1,575 4
19. Wells and Highbridge	-	-	-	-	18 4 6	-	329 14
20. West Harptry	-	116 12 10	-	*e* 125 0 0	16 17 3	-	746 4 1
21. Weston-super-Mare and Worle	20 9 8	99 6 10	-	-	-	-	158 14
22. Wincanton	-	69 12 0	33 4 10	199 0 0	95 10 5	-	1,184 0
23. Wiveliscombe	-	157 14 2	-	*f* 1,035 11 8	49 4 9	-	1,374 10
24. Yeovil	*g* 165 2 3	-	42 16 4	-	56 14 7	-	1,383 6
£	326 2 10	5,112 6 9	749 8 8	8,320 10 10	986 15 2	-	39,650 17
COUNTY OF STAFFORD.							
1. Albrighton and Tong	-	27 10 0	-	-	6 19 6	-	159 10
2. Ashborne to Leek	30 13 0	60 5 5	-	9 19 8	16 13 5	-	530 0
3. Ashby-de-la-Zouch to Tutbury	26 15 10	15 0 0	-	150 0 0	35 2 7	-	1,151 7
4. Bilston	42 15 4	-	627 10 5	-	23 1 7	-	2,678 0
5. Birmingham and Wednesbury	28 12 11	-	1 14 2	-	*i* 1,171 15 10	-	7,457 13
6. Blyth Marsh	6 2 2	218 9 3	800 0 0	*j* 976 17 10	9 11 6	-	3,920 10
7. Burton-upon-Trent to Abbot's Bromley	25 0 0	68 7 0	-	90 0 0	7 12 6	-	278 18
8. Butterton Moor End	315 9 0	-	-	-	18 15 5	39 15 0	502 14 1
9. Cannock and Penkridge	-	8 0 0	-	100 0 0	-	-	165 8
10. Cheadle (Five Districts consolidated)	-	203 9 8	-	*l* 1,190 16 8	39 0 1	-	2,217 17 1
11. Darlaston	-	751 12 11	-	-	4 10 6	-	1,290 17
12. Darley Moor and Ellaston	-	-	-	-	11 11 0	-	119 6 1
13. Eccleshall, Newport, and Watling Street	55 7 2	-	184 15 1	-	9 10 0	-	642 0
14. Great Chell and Shelton	7 5 6	60 15 0	-	-	-	-	271 19
15. Handsworth and Perry Bar (united)	-	37 3 5	-	63 1 2	*o* 73 2 2	-	785 14
16. Hanley and Bucknall	-	184 17 6	552 2 0	*p* 283 0 0	22 12 0	-	1,994 3 1
17. High Bridges and Uttoxeter	6 19 4	62 4 9	-	*q* 262 10 0	6 14 1	-	476 16
18. Lawton, Burslem, and Newcastle-under-Lyme	7 5 11	27 10 8	60 0 0	500 0 0	62 9 6	-	2,321 10
19. Leek, Buxton, and Monyash	-	106 16 2	-	*r* 316 10 0	12 13 3	69 10 0	769 4
20. Lichfield (united)	113 3 0	-	-	-	26 4 0	-	1,280 13
21. New Biddulph	8 3 8	200 6 8	-	-	14 6 0	-	403 11 1
22. Newcastle-under-Lyme and Drayton	-	15 16 9	-	-	15 15 0	-	598 14
23. Newcastle-under-Lyme and Eccleshall	-	-	-	-	11 0 2	-	149 13 1
24. Newcastle-under-Lyme to Leek	45 4 4	151 12 0	-	*t* 439 0 0	14 3 5	-	1,996 6
25. Newcastle-under-Lyme and Nantwich	-	104 16 3	-	*u* 250 0 0	16 6 8	-	1,373 18
26. Newport and Stonnall	-	9 16 8	-	-	28 11 6	-	434 5
27. Rugeley and Stone	-	-	-	-	6 15 0	-	341 15
28. Ditto, Alrewas Branch	-	-	-	-	9 10 8	-	83 1
29. Ditto, Fillybrook Branch	-	14 8 0	-	30 0 0	0 4 3	-	53 10
30. Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors	4 10 10	23 7 11	-	-	18 9 8	-	401 2
31. Sedgley Roads	178 18 8	62 10 0	98 15 2	-	*v* 70 0 3	-	788 12
32. Ditto, New Roads	5 16 4	243 16 3	63 17 6	-	25 9 8	-	793 18 1
33. Spath and Hanging Bridge	2 9 3	-	-	-	7 5 6	-	165 4
34. Stafford, Sandon, and Eccleshall	971 0 9	-	15 3 0	-	21 16 3	-	1,436 7
35. Stafford, Uttoxeter, Church Bridge and Newport	200 0 0	291 18 10	430 0 0	-	16 17 7	-	1,675 14
36. Stone, Lane End, and Trentham	-	269 1 0	-	-	25 10 6	-	646 11
37. Stone, Stafford, and Penkridge	100 0 0	-	85 13 1	-	8 2 0	-	600 10
38. Stourbridge and Bridgnorth	7 6 7	96 5 7	-	*aa* 125 10 0	6 13 3	-	421 9
39. Streetway and Wordsley Green, and Wolverhampton and Cannock	54 2 1	-	603 6 0	-	48 15 4	-	1,587 9
40. Tamworth	15 7 2	-	72 4 8	-	52 1 0	-	1,031 14
41. Tunstall and Bosley	9 19 10	98 19 0	-	-	16 11 10	-	775 17

a For debts of 100*l.* *b* For debts of 1,025*l.* *c* For debts of 1,100*l.* *d* For debts of 375*l.*
h Mis-stated in previous returns. *i* Including 816*l.* 2*s.* for lighting. *j* Including 116*l.* 12*s.* which was accepted for debts of 120*l.* 3*s.* 11*d.*
n Including 300*l.* at 4 per cent. *o* Including 56*l.* 3*s.* 8*d.* loss by failure of late treasurers. *p* For debts of 300*l.*
t For debts of 464*l.* 16*s.* *u* For debts of 270*l.* *v* Including 50*l.* damages for accident on the road.
z Interest reduced and arrears extinguished by Provisional Order.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,450 0 0	3¾	- -	- - -	- - -	1,450 0 0	- -	- -	- -	- -	124 16 5	124 16 5
12,155 0 0	3	- -	- - -	7 12 1	12,162 12 1	—	—	—	—	—	—
- - -	- -	- -	- - -	85 2 8	85 2 8	—	—	—	—	—	—
2,650 0 0	4 & 4½	- -	123 13 0	79 5 8	2,852 18 8	—	—	—	—	—	—
10,900 0 0	4½	- -	- - -	103 10 9	11,003 10 9	- - -	- -	25 0 0	- -	- - -	25 0 0
2,539 0 0	1	- -	- - -	- - -	2,539 0 0	- - -	- -	- -	- -	255 7 5	255 7 5
7,600 0 0	4 to 4½	22 14 6	351 1 3	- - -	7,973 15 9	- - -	- -	- -	- -	342 12 8	342 12 8
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	428 6 11	428 6 11
8,110 0 0	1½	- -	94 14 1	- - -	8,204 14 1	- -	- -	- -	- -	137 0 10	137 0 10
2,005 0 0	5	- -	908 3 3	- - -	2,913 3 3	- -	- -	- -	43 18 5	28 0 8	71 19 1
1,490 0 0	4	- -	- - -	- - -	1,490 0 0	- -	- -	8 15 0	430 18 9	121 7 4	561 1 1
5,250 0 0	2	25 2 3	138 2 6	- - -	5,413 4 9	2 0 0	- -	- -	- -	170 10 4	172 10 4
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	277 18 8	277 18 8
148,238 19 1	- -	382 10 1	2,903 0 8	275 11 2	151,800 1 0	219 17 9	- -	106 10 0	515 4 8	4,933 15 8	5,775 8 1
550 0 0	5	- -	- - -	- - -	550 0 0	- -	- -	- -	- -	27 18 9	27 18 9
h1,553 8 11	4	- -	15 8 2	132 12 5	1,701 9 6	—	—	—	—	—	—
150 0 0	5	327 5 7	- - -	- - -	477 5 7	- -	- -	- -	- -	446 10 0	446 10 0
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	847 17 2	847 17 2
- - -	- -	- -	- - -	797 2 5	797 2 5	- -	- -	62 2 6	- -	- - -	62 2 6
3,318 0 0	5	79 8 9	162 2 0	- - -	3,559 10 9	- -	- -	- -	- -	1,005 4 3	1,005 4 3
1,860 0 0	3½	- -	- - -	- - -	1,860 0 0	- -	- -	- -	- -	190 14 6	190 14 6
k2,721 18 3	3½	- -	- - -	- - -	2,721 18 3	- -	- -	- -	- -	10 13 0	10 13 0
800 0 0	1	- -	- - -	- - -	800 0 0	- -	- -	- -	- -	83 13 0	83 13 0
m9,596 11 9	2½	- -	12 4 8	- - -	9,608 16 5	122 10 0	0 13 0	- -	- -	1,809 7 5	1,932 10 5
15,250 0 0	5	- -	11,664 8 5	- - -	26,914 8 5	- -	- -	- -	- -	147 2 2	147 2 2
1,983 0 0	4½ to 5	- -	2,385 0 0	- - -	4,368 0 0	- -	- -	- -	- -	43 4 6	43 4 6
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	344 7 5	344 7 5
n1,300 0 0	5	- -	- - -	- - -	1,300 0 0	- -	- -	- -	- -	117 16 0	117 16 0
1,198 10 5	3	- -	- - -	- - -	1,198 10 5	- -	- -	- -	- -	9 4 1	9 4 1
4,302 13 0	4	- -	180 15 4	40 1 9	4,523 10 1	165 8 4	- -	16 0 0	- -	- - -	181 8 4
1,500 0 0	2	- -	21 10 0	- - -	1,521 10 0	- -	- -	- -	- -	107 17 5	107 17 5
200 0 0	4	1,600 19 2	- - -	- - -	1,800 19 2	- -	- -	- -	- -	836 0 9	836 0 9
4,978 10 0	1½	- -	44 18 10	- - -	5,023 8 10	- -	- -	- -	- -	400 11 7	400 11 7
- - -	- -	10 15 0	- - -	- - -	10 15 0	93 11 8	- -	- -	- -	68 8 8	162 0 4
4,290 0 0	5	- -	2,998 8 4	- - -	7,288 8 4	- -	- -	- -	- -	54 13 3	54 13 3
350 0 0	5	- -	9 16 8	- - -	359 16 8	- -	- -	- -	- -	397 5 9	397 5 9
s5,890 0 0	3	- -	s 38 12 11	- - -	5,928 12 11	- -	- -	- -	- -	143 6 1	143 6 1
5,560 18 8	3½	122 10 4	387 13 10	- - -	6,071 2 10	- -	- -	9 0 0	- -	1,191 6 0	1,200 6 0
2,367 0 0	4	- -	117 11 6	- - -	2,484 11 6	- -	- -	- -	- -	364 9 7	364 9 7
200 0 0	5	- -	- - -	- - -	200 0 0	- -	- -	- -	- -	845 14 10	845 14 10
4,350 0 0	5	- -	1,515 0 0	- - -	5,865 0 0	- -	- -	- -	- -	454 3 3	454 3 3
3,358 0 0	5	- -	1,174 18 0	- - -	4,532 18 0	- -	- -	- -	- -	382 2 9	382 2 9
290 0 0	4½	- -	- - -	- - -	290 0 0	—	—	—	—	—	—
470 0 0	5	- -	- - -	45 2 8	515 2 8	36 0 5	- -	0 3 0	- -	- - -	36 3 5
1,550 0 0	5	250 0 0	415 0 0	- - -	2,215 0 0	- -	- -	- -	- -	298 4 2	298 4 2
5,204 11 7	5	- -	787 13 4	- - -	5,992 4 11	- -	- -	- -	- -	101 10 2	101 10 2
1,419 5 0	2	- -	32 0 2	- - -	1,451 5 2	- -	- -	- -	- -	95 12 5	95 12 5
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	891 10 1	891 10 1
w4,783 18 5	4	- -	x - -	- - -	4,783 18 5	- -	- -	- -	- -	158 0 9	158 0 9
y5,250 0 0	z 1	15 0 0	z - -	- - -	5,265 0 0	- -	- -	7 0 0	- -	214 16 2	221 16 2
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	180 15 5	180 15 5
2,200 0 0	4	- -	106 0 0	- - -	2,306 0 0	- -	- -	- -	- -	234 4 4	234 4 4
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	1,021 9 7	1,021 9 7
- - -	- -	- -	- - -	- - -	- - -	53 14 6	- -	- -	- -	118 1 2	171 15 8
2,041 0 0	5	- -	16 14 0	- - -	2,057 14 0	- -	- -	- -	- -	141 17 2	141 17 2

e For debts of 250*l.*
h Corrected by new Local Act.
q For debts of 350*l.*
w Reduced by new Local Act.
f For debts of 1,250*l.*
l For debts of 1,610*l.* 1*s.* 7*d.*
r For debts of 633*l.*
x Extinguished by new Local Act.
aa For debts of 150*l.*
g Including 149*l.* 12*s.* 5*d.* costs of a suit in Chancery.
m Including 4,609*l.* 10*s.* at 15*s.* per cent.
s Interest on 5,600*l.* relinquished.
y Debt on Trentham Road relinquished.

1.	2.	3.	INCOME.					
NAMES OF COUNTIES AND TRUSTS.	Balance in Treasurers' Hands on 1st Jan. 1866.	Balance due to the Treasurers on 1st Jan. 1866.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amoun of Mone borrowed the Secu the To
COUNTY OF STAFFORD—*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
42. Uttoxeter and Blythe Marsh	224 3 2	- - -	490 0 0	- - -	- - -	- -	11 4 3	- -
43. Uttoxeter and Callingwood Plain	38 4 0	- - -	114 11 8	- - -	- - -	- -	- - -	- -
44. Uttoxeter and Stoke, and Millwich and Sandon	245 15 0	- - -	240 2 10	- - -	- - -	- -	8 12 0	- -
45. Walsall (united)	677 8 4	- - -	2,025 8 4	- - -	- - -	- -	7 6 9	- -
46. Walsall and Hamstead	- - -	59 18 6	526 18 0	- - -	- - -	- -	- - -	- -
47. Walton-in-Stone to Eccleshall	201 18 6	- - -	541 3 4	- - -	- - -	- -	14 12 0	- -
48. Wolverhampton, Old District	592 12 1	- - -	3,105 0 0	- - -	- - -	- -	91 11 3	- -
£	19,239 3 7	96 4 0	45,811 6 7	407 7 0	109 5 0	4 0 4	1,166 3 9	- -
COUNTY OF SUFFOLK.								
1. Barton and Brandon *b*	- - -	56 11 8	114 11 8	- - -	- - -	- -	*c* 69 7 10	- -
2. Bury St. Edmunds and Newmarket	166 17 2	- - -	246 0 0	- - -	- - -	- -	- - -	- -
3. Claydon, Blakenham, Brockford, and Stowmarket	417 18 5	- - -	490 5 5	- - -	- - -	0 14 0	86 10 0	- -
4. Ipswich to Helmingham, Debenham, &c.	411 18 9	- - -	552 0 0	- - -	- - -	- -	- - -	- -
5. Ipswich to South Town, and Darsham to Bungay	112 11 11	- - -	1,298 0 0	- - -	- - -	- -	- - -	- -
6. Ipswich and Stratford	158 15 1	- - -	262 4 11	- - -	- - -	- -	0 8 0	- -
7. Lakenheath to Hockwold	176 18 0	- - -	203 14 0	- - -	- - -	- -	- - -	- -
8. Mildenhall Burnt Fen	127 1 11	- - -	194 6 8	24 0 0	- - -	- -	- - -	- -
9. Scole Bridge to Bury St. Edmunds *b*	- - -	2 18 9	239 2 8	- - -	- - -	- -	*f* 159 5 0	- -
10. South Town	23 5 3	- - -	374 0 0	- - -	- - -	- -	20 0 0	- -
11. Sudbury to Bury St. Edmunds	338 9 10	- - -	533 3 4	- - -	- - -	- -	- - -	- -
12. Thetford and Newmarket *b*	- - -	61 5 6	145 2 6	- - -	- - -	- -	*c* 191 15 8	- -
£	1,933 16 4	120 15 11	4,652 11 2	24 0 0	- - -	0 14 0	527 6 6	- -
COUNTY OF SURREY.								
1. Bedfont and Bagshot	276 1 8	- - -	910 8 4	- - -	- - -	- -	66 3 6	- -
Bramley and Ridgwick :—								
2. First District	323 19 11	- - -	167 12 7	55 0 0	- - -	- -	- - -	- -
3. Second District	289 16 9	- - -	184 12 2	85 0 0	- - -	- -	0 9 2	- -
4. Croydon and Reigate	29 16 4	- - -	769 11 8	- - -	- - -	- -	- - -	- -
5. Epsom	1,632 14 10	- - -	1,115 0 0	- - -	- - -	- -	80 8 4	- -
6. Godalming and Painshill	- - -	31 0 8	175 17 4	56 7 4	- - -	- -	- - -	- -
7. Guildford and Alfold	355 5 2	- - -	769 9 6	- - -	- - -	- -	- - -	- -
8. Guildford and Farnham	232 12 11	- - -	252 1 3	- - -	- - -	- -	- - -	- -
9. Horsham	721 12 3	- - -	1,682 18 9	- - -	- - -	- -	15 0 0	- -
10. Kingston and Leatherhead	521 8 8	- - -	698 6 8	- - -	- - -	- -	*i* 186 5 0	- -
Kingston and Sheetbridge :—								
11. Lower District	259 19 3	- - -	986 13 0	- - -	- - -	- -	60 0 0	- -
12. Upper District	121 16 0	- - -	1,030 0 0	- - -	- - -	- -	- - -	- -
13. Leatherhead and Stoke-next-Guildford	7 2 2	- - -	237 5 10	- - -	- - -	- -	17 1 0	- -
14. Limpsfield	295 6 5	- - -	247 12 8	- - -	- - -	- -	1 0 0	- -
15. Reigate	1,062 18 6	- - -	1,493 6 8	- - -	- - -	- -	50 5 11	- -
£	6,130 10 10	31 0 8	10,720 16 5	196 7 4	- - -	- -	476 12 11	- -
COUNTY OF SUSSEX.								
1. Alford Bars and Newbridge	136 18 4	- - -	58 0 0	- - -	- - -	- -	- - -	- -
2. Beach Down to Heathfield, Robertsbridge, &c.	- - -	57 5 6	217 6 7	- - -	- - -	- -	69 15 0	- -
3. Beeding and Old Shoreham	1 12 9	- - -	127 10 0	- - -	- - -	- -	0 5 0	- -
4. Brede	72 17 0	- - -	452 15 0	- - -	- - -	- -	1 0 0	- -

a Contract work. *b* Local Act expired 1st November 1866. *c* Proceeds of sale of Trust property.
g Including balance paid over to parishes on the Trust ceasing. *h* Including 126*l.* 11*s.* 9*d.* balance paid over to the parishes on the Trust ceasing.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
501 4 3	89 8 6	9 17 0	0 8 0	- - -	3 18 6	23 16 4	- - -	12 0 0	25 0 0
114 11 8	*a* 75 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
248 14 10	*a* 40 0 0	- - -	- - -	- - -	- - -	1 3 0	- - -	12 0 0	- - -
2,032 15 1	832 4 8	329 5 4	172 5 6	- - -	6 0 0	95 3 10	- - -	25 0 0	80 0 0
526 18 0	178 10 9	33 6 3	86 14 3	- - -	- - -	17 8 10	- - -	10 0 0	25 0 0
555 15 4	64 0 0	27 19 4	37 5 7	- - -	- - -	32 18 7	- - -	10 10 0	15 0 0
3,196 11 3	827 18 1	462 6 4	883 17 9	- - -	- - -	148 5 2	- - -	50 0 0	180 0 0
7,498 2 8	14,242 5 1	5,150 0 4	7,368 4 3	330 3 8	52 19 0	3,083 1 8	112 17 0	1,068 9 0	2,122 5 4
183 19 6	*d* 54 17 6	7 1 0	0 15 0	- - -	- - -	9 13 1	- - -	15 0 0	15 0 0
246 0 0	*a* 165 0 0	- - -	- - -	- - -	- - -	3 10 0	- - -	- - -	- - -
577 9 5	294 3 11	78 19 2	58 6 7	- - -	0 7 6	41 6 4	15 0 0	40 0 0	85 0 0
552 0 0	*e* 210 0 0	- - -	- - -	- - -	- - -	0 15 2	10 0 0	24 0 0	20 0 0
1,298 0 0	413 15 7	60 10 6	367 4 7	- - -	3 15 0	109 5 1	- - -	80 0 0	100 0 0
262 12 11	48 2 4	23 1 0	29 5 6	- - -	- - -	12 19 3	- - -	- - -	26 0 0
203 14 0	- - -	- - -	- - -	- - -	- - -	73 0 6	- - -	10 0 0	- - -
218 6 8	7 0 0	11 5 0	6 5 0	- - -	- - -	28 7 10	- - -	10 0 0	10 0 0
398 7 8	*g* 188 16 10	38 10 3	20 8 6	- - -	8 12 8	8 4 0	5 0 0	20 0 0	40 0 0
394 0 0	33 10 0	56 3 4	90 4 9	- - -	- - -	15 5 2	- - -	15 0 0	10 10 0
533 3 4	*a* 362 0 0	- - -	- - -	- - -	- - -	61 19 5	- - -	40 0 0	25 0 0
336 18 2	*h* 179 11 2	28 16 0	3 7 0	- - -	- - -	7 9 8	- - -	20 0 0	20 0 0
5,204 11 8	1,956 17 4	304 6 3	575 16 11	- - -	12 15 2	371 15 6	30 0 0	274 0 0	351 10 0
976 11 10	211 11 6	36 12 9	167 18 1	- - -	- - -	57 0 1	10 0 0	55 0 0	80 0 0
222 12 7	86 9 0	24 17 9	12 2 0	- - -	- - -	4 9 5	- - -	7 10 0	10 0 0
270 1 4	66 16 7	28 18 5	41 9 8	- - -	- - -	4 14 7	- - -	7 10 0	10 0 0
769 11 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
1,195 8 4	409 18 10	11 18 0	606 16 0	- - -	- - -	74 19 3	- - -	25 0 0	105 0 0
232 4 8	94 12 8	22 7 0	30 11 6	- - -	- - -	4 16 9	2 2 0	10 10 0	- - -
769 9 6	136 19 8	79 3 1	153 14 3	- - -	- - -	58 9 1	- - -	20 0 0	30 0 0
252 1 3	53 12 10	15 4 0	7 6 0	- - -	- - -	5 17 3	- - -	15 0 0	12 12 0
1,697 18 9	247 15 8	214 2 0	246 16 4	- - -	- - -	9 13 11	- - -	40 0 0	150 0 0
884 11 8	*j* 150 0 0	- - -	- - -	- - -	- - -	7 13 6	- - -	30 0 0	5 0 0
1,046 13 0	576 6 10	118 4 8	153 17 7	- - -	- - -	84 0 0	- - -	40 0 0	70 0 0
1,030 0 0	270 5 7	- - -	558 15 6	- - -	- - -	66 19 3	- - -	35 0 0	46 0 0
254 6 10	58 1 2	17 5 0	41 15 3	- - -	- - -	5 19 2	- - -	20 0 0	35 0 0
248 12 8	105 3 5	31 16 4	40 0 0	- - -	- - -	15 8 6	- - -	0 5 0	20 0 0
1,543 12 7	*e* 665 7 8	- - -	- - -	- - -	- - -	68 16 2	20 0 0	45 0 0	60 0 0
11,393 16 8	3,133 1 5	600 9 0	2,061 2 2	- - -	- - -	468 16 11	32 2 0	365 15 0	633 12 0
58 0 0	132 2 8	14 8 0	- - -	- - -	- - -	- - -	- - -	9 0 0	- - -
287 1 7	81 4 6	60 15 11	58 9 6	- - -	- - -	15 12 4	- - -	15 0 0	- - -
127 15 0	33 11 4	- - -	16 0 0	- - -	- - -	2 5 2	- - -	7 7 0	- - -
453 15 0	61 15 0	34 15 4	82 7 3	- - -	- - -	33 7 0	5 0 0	10 0 0	25 0 0

(Continued on page 64.)

ncluding 32*l.* 0*s.* 9*d.* balance paid over to Highway Board on Trust ceasing. *e* Including materials, &c. *f* Including proceeds of sale of Trust property.
i From railway company for toll-house. *j* Paid to parishes.

(Continued from page 63.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure
COUNTY OF STAFFORD—*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
42. Uttoxeter and Blythe Marsh	- - -	77 0 0	- - -	*a* 210 0 0	4 0 8	- - -	455 9
43. Uttoxeter and Callingwood Plain	- - -	- - -	- - -	- - -	5 0 6	- - -	80 0
44. Uttoxeter and Stoke, and Millwich and Sandon	6 6 6	41 11 0	23 17 9	- - -	7 6 7	- - -	132 4
45. Walsall (united)	- - -	- - -	623 5 10	- - -	34 12 7	- - -	2,197 17
46. Walsall and Hamstead	39 7 2	11 0 11	126 8 6	- - -	13 9 2	- - -	541 5
47. Walton-in-Stone to Eccleshall	23 8 7	4 18 7	- - -	150 0 0	0 12 3	- - -	366 12
48. Wolverhampton, Old District	5 5 0	- - -	104 0 0	- - -	*d* 550 3 0	- - -	3,211 15
£	2,342 15 11	3,549 7 2	4,472 13 2	5,147 5 4	2,607 9 2	109 5 0	51,759 1
COUNTY OF SUFFOLK.							
1. Barton and Brandon	5 5 11	9 13 0	- - -	- - -	10 2 4	- - -	127 7
2. Bury St. Edmunds and Newmarket	34 9 4	- - -	- - -	- - -	- - -	- - -	202 19
3. Claydon, Blakenham, Brockford, and Stowmarket	- - -	- - -	- - -	- - -	33 19 2	- - -	647 2
4. Ipswich to Helmingham, Debenham, &c.	- - -	218 15 0	- - -	- - -	2 12 0	- - -	486 2
5. Ipswich to South Town, and Darsham to Bungay	- - -	- - -	- - -	- - -	61 2 0	- - -	1,195 12
6. Ipswich and Stratford	41 11 8	44 12 6	- - -	150 0 0	23 18 6	- - -	399 10
7. Lakenheath to Hockwold	3 6 0	44 5 0	- - -	100 0 0	6 16 11	- - -	237 8
8. Mildenhall Burnt Fen	1 1 0	68 18 9	- - -	- - -	3 18 2	- - -	146 15
9. Scole Bridge to Bury St. Edmunds	43 14 2	- - -	- - -	- - -	22 2 6	- - -	395 8
10. South Town	- - -	21 13 8	- - -	- - -	*f* 115 19 11	- - -	358 6
11. Sudbury to Bury St. Edmunds	6 7 10	- - -	- - -	- - -	18 3 10	- - -	513 11
12. Thetford and Newmarket	12 6 1	- - -	- - -	- - -	4 2 9	- - -	275 12
£	148 2 0	407 17 11	- - -	250 0 0	302 18 1	- - -	4,985 19
COUNTY OF SURREY.							
1. Bedfont and Bagshot	- - -	230 4 6	- - -	- - -	2 10 0	- - -	850 16
Bramley and Ridgwick :—							
2. First District	- - -	18 17 0	- - -	200 0 0	6 8 10	- - -	370 14
3. Second District	- - -	15 0 0	- - -	*h* 275 0 0	3 19 10	- - -	453 9
4. Croydon and Reigate	- - -	51 19 0	- - -	*i* 470 0 0	18 13 8	- - -	555 12
5. Epsom	22 11 6	- - -	125 0 0	- - -	91 12 1	- - -	1,472 15
6. Godalming and Painshill	- - -	- - -	- - -	- - -	20 5 0	- - -	185 4
7. Guildford and Alfold	5 4 4	112 6 8	- - -	*j* 223 3 2	2 5 5	- - -	821 5
8. Guildford and Farnham	4 19 10	31 10 11	- - -	*k* 114 6 0	1 0 1	- - -	261 8
9. Horsham	- - -	256 19 0	- - -	*l* 360 0 0	6 18 7	- - -	1,532 5
10. Kingston and Leatherhead	13 7 2	136 7 7	- - -	*m* 560 16 0	21 12 0	- - -	924 16
Kingston and Sheetbridge :—							
11. Lower District	4 5 6	- - -	- - -	- - -	*n* 78 14 7	- - -	1,125 9
12. Upper District	33 18 6	- - -	- - -	- - -	20 1 3	- - -	1,031 0
13. Leatherhead and Stoke-next-Guildford	6 18 8	- - -	12 0 0	- - -	14 5 6	- - -	211 4
14. Limpsfield	- - -	- - -	52 8 6	- - -	40 1 1	- - -	305 2
15. Reigate	- - -	228 4 0	- - -	*o* 690 4 0	45 14 10	- - -	1,823 6
£	91 5 6	1,081 8 8	189 8 6	2,893 9 2	374 2 9	- - -	11,924 13
COUNTY OF SUSSEX.							
1. Alford Bars and Newbridge	- - -	- - -	- - -	- - -	6 7 0	- - -	161 17
2. Beach Down to Heathfield, Robertsbridge, &c.	8 19 9	- - -	- - -	- - -	8 3 0	- - -	248 5
3. Beeding and Old Shoreham	5 13 5	46 18 2	- - -	- - -	5 15 0	- - -	117 10
4. Brede	24 0 4	110 16 3	- - -	- - -	17 6 0	- - -	404 7

a For debts of 300*l.* *b* Amount stated to be due after investigation of the accounts. *c* Omitted after investigation of the accounts.
g Including 1,300*l.* at 5 per cent. *h* For debts of 350*l.* *i* For debts of 473*l.* 6*s.*
m For debts of 1,110*l.* *n* Including lighting and watering.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,800 0 0	2	- -	7 0 0	- -	3,807 0 0	- -	- -	- -	- -	269 18 5	269 18 5
2,400 0 0	None	7 0 0	- - -	- -	2,407 0 0	- -	- -	- -	- -	72 15 2	72 15 2
b 4,155 0 0	1	- -	*c* - -	- -	4,155 0 0	15 19 1	- -	- -	- -	362 5 0	378 4 1
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	512 5 8	512 5 8
250 0 0	4½	- -	- - -	74 6 4	324 6 4	—	—	—	—	—	—
- - -	- -	- -	- - -	- -	- - -	38 6 8	- -	- -	17 0 0	391 0 11	446 7 7
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	577 8 0	577 8 0
111,442 6 0	- -	2,412 18 10	22,092 16 2	1,089 5 7	137,037 6 7	525 10 8	0 13 0	94 5 6	17 0 0	15,971 6 9	16,608 15 11
—	—	—	—	—	—	—	—	—	—	—	—
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	209 17 10	209 17 10
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	348 5 2	348 5 2
4,350 0 0	3½	- -	179 11 3	- -	4,529 11 3	- -	- -	- -	- -	477 16 7	477 16 7
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	214 19 2	214 19 2
1,275 0 0	3½	- -	- - -	- -	1,275 0 0	- -	- -	- -	- -	21 17 3	21 17 3
e 5,618 0 0	2½	- -	- - -	- -	5,618 0 0	- -	- -	- -	- -	143 3 7	143 3 7
3,447 0 0	2	- -	74 18 9	- -	3,521 18 9	- -	- -	- -	- -	198 12 10	198 12 10
—	—	—	—	—	—	—	—	—	—	—	—
490 0 0	4½	- -	- - -	- -	490 0 0	- -	- -	- -	- -	58 18 5	58 18 5
- - -	- -	132 10 0	- - -	- -	132 10 0	25 14 1	- -	- -	- -	358 2 1	383 16 2
—	—	—	—	—	—	—	—	—	—	—	—
15,180 0 0	- -	132 10 0	254 10 0	- -	15,567 0 0	25 14 1	- -	- -	- -	2,031 12 11	2,057 7 0
g 4,700 0 0	4	310 5 0	42 10 0	- -	5,052 15 0	- -	- -	15 0 0	- -	401 16 7	416 16 7
637 17 7	2¼	- -	14 7 0	- -	652 4 7	- -	- -	- -	- -	175 18 6	175 18 6
2,150 0 0	¾	- -	55 10 0	- -	2,205 10 0	- -	- -	- -	- -	106 9 0	106 9 0
4,566 14 0	1	- -	8 9 1	- -	4,575 3 1	- -	- -	- -	- -	243 15 4	243 15 4
- - -	- -	89 15 0	- - -	- -	89 15 0	- -	- -	2 10 0	- -	1,355 7 6	1,357 17 6
1,537 0 0	1*d.*	- -	- - -	- -	1,537 0 0	- -	- -	- -	- -	15 19 1	15 19 1
2,400 0 0	4	50 0 0	128 9 5	- -	2,578 9 5	- -	- -	- -	- -	303 9 0	303 9 0
1,020 0 0	3	30 0 0	15 1 10	- -	1,065 1 10	- -	- -	- -	- -	223 5 3	223 5 3
6,150 0 0	4	- -	391 0 0	- -	6,541 0 0	- -	- -	15 0 0	- -	887 5 6	902 5 6
8,841 5 0	1½	60 18 11	254 11 9	- -	9,156 15 8	- -	- -	20 0 0	- -	481 4 1	501 4 1
- - -	- -	65 0 0	- - -	- -	65 0 0	15 0 0	- -	30 0 0	30 0 0	181 3 1	256 3 1
- - -	- -	40 0 0	- - -	- -	40 0 0	- -	- -	- -	- -	120 15 11	120 15 11
- - -	- -	- -	- - -	- -	- - -	- -	- -	15 0 0	- -	50 4 3	65 4 3
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	238 16 3	238 16 3
10,490 0 0	2	- -	205 2 5	- -	10,695 2 5	- -	- -	- -	- -	783 4 5	783 4 5
42,492 16 7	- -	645 18 11	1,115 1 6	- -	44,253 17 0	15 0 0	- -	97 10 0	30 0 0	5,568 13 9	5,711 3 9
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	33 0 8	33 0 8
- - -	- -	- -	- - -	18 8 11	18 8 11	—	—	—	—	—	—
1,590 0 0	3	- -	- - -	- -	1,590 0 0	- -	- -	- -	- -	11 17 8	11 17 8
4,010 0 0	*p* 3	- -	32 9 0	- -	4,042 9 0	- -	- -	- -	- -	122 4 10	122 4 10

d Including 292*l.* 11*s.* 1*d.* for gas.
e Including 3,918*l.* not bearing interest.
f Including 105*l.* 12*s.* for lighting.
j For debts of 233*l.* 6*s.* 8*d.*
k For debts of 120*l.*
l For debts of 525*l.*
o For debts of 1,400*l.*
p Reduced by consent.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amoun Mone borrowe the Sec of the T
COUNTY OF SUSSEX— *continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
5. Brighton, Cuckfield, and West Grinstead	243 19 2	- - -	1,580 0 0	- - -	- - -	- -	17 9 6	- -
6. Brighton and Newhaven	94 11 1	- - -	590 0 0	- - -	- - -	- -	- - -	- -
7. Brighton, Shoreham, and Lancing	1,512 13 6	- - -	1,837 18 4	- - -	- - -	- -	10 10 0	- -
8. Broil Park Gate to Battle	955 9 10	- - -	574 0 0	- - -	- - -	- -	30 9 9	- -
9. Bury	94 15 5	- - -	130 0 0	- - -	- - -	- -	- - -	- -
10. Cosham to Chichester	722 2 5	- - -	587 8 8	- - -	- - -	- -	49 5 10	- -
11. Cowfold and Henfield	174 4 8	- - -	315 0 0	- - -	- - -	- -	8 6 0	- -
12. Ditto, Branch	68 14 3	- - -	146 4 0	- - -	- - -	- -	2 18 0	- -
13. Crouch Hill and Hurstperpoint	98 16 6	- - -	392 13 2	- - -	- - -	- -	4 8 0	- -
14. Farnhurst, Midhurst, Chichester, and Dell Quay	97 3 6	- - -	695 15 10	- - -	- - -	- -	33 8 0	- -
15. Five Oaks	137 9 10	- - -	205 0 0	- - -	- - -	- -	0 4 0	- -
16. Flimwell and Hastings	558 18 4	- - -	1,698 0 0	- - -	- - -	- -	- - -	- -
17. Henfield	142 18 9	- - -	144 11 8	- - -	- - -	- -	1 5 0	- -
18. Hodges and Cuckfield *d*	174 14 9	- - -	475 9 9	- - -	- - -	- -	*e*1,152 11 4	- -
19. Hollington and Hastings	238 18 4	- - -	643 15 0	- - -	- - -	- -	- - -	- -
20. Horsebridge and Horeham	468 16 2	- - -	719 11 2	- - -	- - -	- -	30 16 0	- -
21. Horsham and Crawley	25 8 3	- - -	171 10 6	90 0 0	- - -	- -	4 7 0	- -
22. Horsham and Guildford	330 1 0	- - -	328 5 7	- - -	- - -	- -	1 4 0	- -
23. Horsham and Steyning	155 16 11	- - -	446 10 0	- - -	- - -	- -	8 9 6	- -
24. Hurstperpoint and Poynings	- - -	3 14 9	44 10 4	9 9 6	- - -	- -	- - -	- -
25. Lewes and Brighton	110 8 2	- - -	619 8 2	- - -	- - -	- -	*g* 54 6 6	- -
26. Lewes to Eastbourne and Hailsham	- - -	11 5 2	861 18 1	101 16 4	- - -	- -	0 9 0	- -
27. Malling to Witch Cross *d*	- - -	150 15 3	613 19 2	- - -	- - -	- -	*i* 198 14 0	- -
28. Mayfield and Wadhurst	676 15 5	- - -	1,401 10 0	- - -	- - -	- -	- - -	- -
29. Midhurst and Sheetbridge	177 9 11	- - -	219 14 10	- - -	- - -	- -	6 2 0	- -
30. New Chapel, Lindfield, and Brighthelmston	110 3 8	- - -	573 0 0	130 10 1	- - -	- -	7 19 0	- -
31. Offham and Ditchelling	226 16 9	- - -	98 0 0	31 18 0	- - -	- -	- - -	- -
32. Offham to Witch Cross *d*	5 6 4	- - -	758 9 6	- - -	- - -	- -	*j* 560 6 10	- -
33. Petworth	162 9 8	- - -	1,017 15 4	- - -	- - -	2 0 0	17 0 0	- -
34. Pyecombe and Hicksted	57 3 10	- - -	334 0 0	- - -	- - -	- -	5 18 3	- -
35. Ringmer and Hurst Green *d*	76 13 3	- - -	1,175 10 10	- - -	- - -	- -	*k* 830 0 10	- -
36. Robertsbridge Clappers	116 5 5	- - -	96 10 0	- - -	- - -	- -	- - -	- -
37. Rye	75 12 5	- - -	642 0 0	- - -	- - -	- -	4 0 0	- -
38. Saint Leonards and Sedlescomb	428 16 3	- - -	647 10 0	- - -	- - -	- -	- - -	- -
39. Shipley	154 9 2	- - -	82 5 0	21 6 0	- - -	- -	- - -	- -
40. Staplecross	127 14 8	- - -	258 0 0	- - -	- - -	- -	- - -	- -
41. Storrington and Ball's Hutt	67 4 2	- - -	185 0 0	- - -	- - -	- -	1 0 0	- -
42. Storrington and Wiston	217 8 9	- - -	430 15 0	- - -	- - -	- -	0 18 0	- -
43. Tunbridge Wells to Maresfield and New Road (united)	80 0 2	- - -	733 0 0	- - -	- - -	- -	3 10 0	- -
44. Tunbridge Wells to Uckfield	122 3 3	- - -	835 6 8	- - -	- - -	- -	- - -	- -
45. Worthing and Branch	260 8 10	- - -	441 0 0	- - -	49 0 0	- -	11 11 0	- -
46. Worthing and Lancing	298 7 3	- - -	74 7 0	- - -	- - -	- -	*l* 175 1 3	- -
£	10,058 18 1	223 0 8	24,680 15 2	384 19 11	49 0 0	2 0 0	3,303 8 7	- -
COUNTY OF WARWICK.								
1. Alcester (united)	191 10 1	- - -	1,435 18 6	- - -	- - -	- -	- - -	- -
2. Ansley and Whitacre	- - -	109 12 11	64 0 0	- - -	- - -	- -	10 0 0	- -
3. Birmingham and Blakedown Pool	508 8 11	- - -	1,207 18 4	- - -	- - -	- -	6 17 7	- -
4. Birmingham and Spernal Ash	161 16 2	- - -	1,256 0 0	- - -	- - -	- -	0 13 6	- -
5. Birmingham to Stonebridge	39 18 9	- - -	655 0 0	- - -	- - -	0 5 0	6 10 0	- -
6. Birmingham and Stratford-on-Avon	442 12 0	- - -	1,095 0 0	- - -	- - -	- -	39 3 0	- -
7. Birmingham, Warwick, and Warmington	565 6 9	- - -	1,643 10 0	- - -	- - -	- -	- - -	- -
8. Birmingham and Watford Gap	315 8 0	- - -	1,704 12 2	- - -	- - -	- -	56 7 8	- -
9. Ditto, Kingsbury Branch	- - -	- - -	120 16 2	- - -	- - -	- -	- - -	- -
10. Castle Bromwich and Birmingham (united)	139 8 4	- - -	416 16 8	- - -	- - -	- -	4 0 0	- -
11. Coventry and Stoney Stanton	254 13 11	- - -	538 9 8	- - -	- - -	- -	6 0 0	- -
12. Coventry and Wolvey	- - -	5 2 8	279 0 0	- - -	- - -	- -	- - -	- -
13. Dunchurch and Southam	31 1 1	- - -	140 0 0	73 0 0	- - -	- -	- - -	- -
14. Dunchurch and Stonebridge	354 0 5	- - -	593 16 11	- - -	- - -	1 10 0	- - -	- -
15. Evesham and Alcester, Alcester District	138 12 8	- - -	262 10 0	- - -	- - -	- -	- - -	- -

a Including 219*l.* 12*s.* 6*d.* cost of new bridge. *b* Including team labour. *c* Including materials, &c.
f For 2 years. *g* Amount replaced by clerk. *h* For 1¼ year. *i* Proceeds of sale of Trust property.
k Including 613*l.* 3*s.* 6*d.* proceeds of sale of Trust property, and 216*l.* 17*s.* 4*d.* contributed by the clerk towards the payment of the debt.

		EXPENDITURE.								
	10. Total Income.	11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5.	1,597 9 6	498 19 8	360 3 2	186 3 1	- - -	- - -	a 311 2 8	- - -	40 0 0	70 0 0
6.	590 0 0	102 1 2	- - -	b 82 12 8	- - -	- - -	26 4 9	- - -	- - -	- - -
7.	1,848 8 4	362 6 10	122 17 8	492 0 0	- - -	- - -	137 11 6	- - -	20 0 0	81 18 0
8.	604 9 9	113 1 0	310 16 2	26 9 3	- - -	- - -	46 9 9	- - -	15 0 0	39 0 0
9.	130 0 0	c 83 3 1	- - -	- - -	- - -	- - -	3 6 6	- - -	15 0 0	- - -
0.	636 14 6	195 1 6	140 11 2	68 2 10	- - -	- - -	22 4 6	- - -	21 0 0	100 0 0
1.	323 6 0	94 1 4	36 4 6	67 10 0	- - -	- - -	15 3 3	- - -	20 0 0	21 0 0
2.	149 2 0	41 13 4	25 0 0	68 15 0	- - -	- - -	2 9 10	- - -	- - -	15 0 0
3.	397 1 2	91 10 0	99 5 0	31 6 6	- - -	- - -	28 4 9	- - -	20 0 0	9 18 6
4.	729 3 10	233 3 6	187 13 2	74 4 10	- - -	- - -	22 9 3	- - -	20 0 0	100 0 0
5.	205 4 0	27 2 6	- - -	49 0 0	- - -	- - -	1 6 8	- - -	12 12 0	12 0 0
6.	1,698 0 0	223 2 4	166 11 0	167 10 1	- - -	- - -	83 9 4	- - -	25 0 0	14 14 3
7.	145 16 8	40 8 4	53 12 0	- - -	- - -	- - -	13 17 5	- - -	20 1 8	5 0 0
8.	1,628 1 1	67 1 2	37 15 8	6 12 0	- - -	- - -	3 12 4	- - -	f 33 10 0	6 10 0
9.	643 15 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
0.	750 7 2	132 2 1	458 12 3	186 10 4	- - -	- - -	81 1 11	- - -	f 50 0 0	75 0 0
1.	265 17 6	67 2 3	11 7 0	75 18 4	- - -	- - -	14 0 0	- - -	- - -	7 10 0
2.	329 9 7	92 12 8	0 15 0	143 2 6	- - -	- - -	10 3 11	- - -	- - -	10 0 0
3.	454 19 6	117 19 7	3 10 1	88 13 9	- - -	- - -	24 13 4	- - -	13 0 0	25 0 0
4.	53 19 10	22 17 0	- - -	28 3 0	- - -	- - -	5 7 6	- - -	- - -	4 9 0
5.	673 14 8	122 2 6	214 7 7	154 17 5	- - -	11 15 0	9 13 8	- - -	f 32 0 0	h 26 5 0
6.	964 3 5	97 2 5	175 0 11	72 16 0	- - -	12 1 10	14 6 8	- - -	15 0 0	41 12 0
7.	812 13 2	134 9 4	155 5 1	169 2 7	- - -	- - -	18 16 5	- - -	f 80 0 0	h 57 10 0
8.	1,401 10 0	256 11 9	307 2 3	161 6 1	- - -	- - -	110 11 4	- - -	20 0 0	- - -
9.	225 16 10	73 13 10	31 17 0	55 1 0	- - -	- - -	10 7 4	- - -	20 0 0	- - -
						- - -	26 10 0	- - -	20 0 0	30 0 0
0.	711 9 1	170 18 8	147 16 6	106 8 9	- - -					
1.	129 18 0	83 3 0	19 4 0	17 2 0	- - -	- - -	2 2 6	- - -	4 4 0	5 0 0
2.	1,318 16 4	134 7 6	162 7 10	55 16 6	- - -	30 3 0	19 7 11	- - -	f 64 0 0	h 43 9 2
3.	1,036 15 4	257 12 1	160 0 0	154 10 0	- - -	- - -	50 12 0	15 0 0	32 8 0	77 12 0
4.	339 18 3	85 11 6	73 13 0	15 18 3	- - -	22 18 3	10 8 5	- - -	- - -	10 0 0
5.	2,005 11 8	168 2 0	278 13 3	148 5 1	- - -	18 3 6	49 7 1	- - -	f 104 0 0	h 72 10 0
6.	96 10 0	- - -	- - -	- - -	- - -	- - -	7 11 4	- - -	- - -	- - -
7.	646 0 0	181 5 2	131 7 5	127 17 10	- - -	- - -	28 16 9	5 0 0	15 0 0	35 0 0
8.	647 10 0	40 0 0	8 2 3	0 19 2	- - -	- - -	26 0 2	- - -	12 0 0	10 0 0
9.	103 11 0	46 16 0	- - -	b 28 6 8	- - -	- - -	4 15 10	- - -	12 12 0	- - -
0.	258 0 0	16 18 3	41 4 1	46 17 10	- - -	- - -	16 0 0	2 10 0	10 0 0	12 0 0
1.	186 0 0	63 5 0	24 6 3	22 1 0	- - -	- - -	10 2 1	- - -	12 12 0	- - -
2.	431 13 0	52 4 0	- - -	b 162 16 5	- - -	- - -	6 19 10	- - -	18 18 0	5 0 0
3.	736 10 0	108 14 4	260 3 0	175 15 8	- - -	7 16 0	30 7 7	- - -	12 0 0	30 0 0
4.	835 6 8	129 14 0	196 6 10	92 19 7	- - -	- - -	20 9 0	- - -	f 48 0 0	h 37 10 0
5.	501 11 0	129 6 10	- - -	b 93 13 3	- - -	- - -	15 19 2	- - -	21 0 0	35 0 0
6.	249 8 3	23 10 6	- - -	- - -	- - -	- - -	27 13 4	- - -	28 8 3	- - -
	28,420 3 8	5,239 11 6	4,511 10 4	3,862 2 0	- - -	102 17 7	1,421 2 1	27 10 0	948 12 11	1,150 7 11
1.	1,435 18 6	533 14 4	161 9 7	173 17 1	- - -	5 10 6	120 15 7	- - -	- - -	135 0 0
2.	74 0 0	10 15 0	1 7 0	7 14 6	- - -	- - -	10 7 9	- - -	11 0 0	7 10 0
3.	1,214 15 11	316 9 0	101 11 0	292 9 6	- - -	7 12 0	83 5 9	- - -	31 10 0	100 0 0
4.	1,256 13 6	377 1 6	96 18 6	217 3 7	- - -	9 11 8	119 7 11	- - -	40 0 0	75 0 0
5.	661 15 0	187 2 3	65 10 6	153 16 9	- - -	13 0 0	24 0 1	- - -	31 10 0	100 0 0
6.	1,134 3 0	462 14 3	164 10 6	194 2 8	- - -	21 10 4	138 5 0	- - -	40 0 0	75 0 0
7.	1,643 10 0	497 6 0	146 16 10	177 5 0	- - -	35 17 6	170 11 4	40 0 0	- - -	147 0 0
8.	1,760 19 10	325 9 0	189 17 9	241 11 6	- - -	- - -	100 16 1	- - -	35 0 0	90 0 0
9.	120 16 2	69 17 0	- - -	38 7 6	- - -	- - -	11 7 8	- - -	- - -	- - -
0.	420 16 8	103 18 7	11 0 6	86 16 0	- - -	- - -	14 11 7	- - -	35 0 0	50 0 0
1.	544 9 8	110 2 0	10 2 6	344 18 7	- - -	- - -	10 17 6	- - -	- - -	30 0 0
2.	279 0 0	90 10 9	20 10 9	69 2 3	- - -	- - -	20 14 10	- - -	10 10 0	20 0 0
3.	213 0 0	37 18 3	27 0 8	67 3 0	- - -	- - -	- - -	2 2 0	5 0 0	5 0 0
4.	595 6 11	219 2 3	126 8 6	216 17 7	- - -	11 12 7	136 0 8	- - -	- - -	60 0 0
5.	262 10 0	78 12 2	30 10 0	47 10 1	- - -	2 0 0	75 2 3	- - -	- - -	15 0 0

(Continued on page 68.)

d Local Act expired 1st November 1866. *e* Including 850*l.* agreed to be paid by parishes, and 285*l.* 15*s.* proceeds of sale of Trust property.
j Including 360*l.* 2*s.* 2*d.* proceeds of sale of Trust property, and 155*l.* 4*s.* 8*d.* contributed by the clerk towards the payment of the debt.
l Assessments on the lands.

(Continued from page 67.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF SUSSEX—*continued.*							
5. Brighton, Cuckfield, and West Grinstead	21 5 6	180 18 4	- - -	202 10 0	3 10 0	- - -	1,874 12
6. Brighton and Newhaven	26 18 10	205 16 8	- - -	100 0 0	- - -	- - -	543 14
7. Brighton, Shoreham, and Lancing	191 4 1	112 9 10	79 15 3	1,970 0 0	45 0 4	- - -	3,615 3
8. Broil Park Gate to Battle	7 12 6	- - -	- - -	- - -	13 13 4	- - -	572 2
9. Bury	- - -	20 5 0	- - -	- - -	4 12 9	- - -	126 7
10. Cosham to Chichester	11 13 6	- - -	- - -	- - -	15 2 10	- - -	573 16
11. Cowfold and Henfield	- - -	25 5 0	- - -	- - -	4 4 3	- - -	283 8
12. Ditto, Branch	16 11 7	- - -	- - -	- - -	0 0 6	- - -	169 10
13. Crouch Hill and Hurstperpoint	2 0 0	16 0 0	- - -	- - -	- - -	- - -	298 4
14. Farnhurst, Midhurst, Chichester, and Dell Quay	11 13 0	- - -	- - -	- - -	17 8 6	- - -	666 12
15. Five Oaks	5 13 7	69 4 6	- - -	- - -	1 12 5	- - -	178 11
16. Flimwell and Hastings	- - -	630 10 4	- - -	259 0 0	9 14 3	- - -	1,579 11
17. Henfield	- - -	31 6 10	- - -	- - -	0 19 0	- - -	165 5
18. Hodges and Cuckfield	*c* 187 9 6	96 2 8	- - -	*d* 1,350 5 3	13 17 3	- - -	1,802 15 1
19. Hollington and Hastings	3 13 0	840 0 3	- - -	- - -	8 2 6	- - -	851 15
20. Horsebridge and Horeham	22 19 4	- - -	- - -	- - -	*e* 106 6 5	- - -	1,112 12
21. Horsham and Crawley	21 4 4	52 10 0	- - -	- - -	0 15 0	- - -	250 6 1
22. Horsham and Guildford	23 4 4	69 8 9	- - -	- - -	2 10 0	- - -	351 17
23. Horsham and Steyning	9 18 6	119 12 3	- - -	50 0 0	7 3 2	- - -	459 10
24. Hurstperpoint and Poynings	- - -	- - -	- - -	- - -	1 0 0	- - -	61 16
25. Lewes and Brighton	17 17 5	- - -	- - -	- - -	14 19 6	- - -	603 18
26. Lewes to Eastbourne and Hailsham	- - -	103 17 6	- - -	*f* 412 10 0	9 13 8	- - -	954 1
27. Malling to Witch Cross	29 4 5	- - -	- - -	- - -	17 10 1	- - -	661 17 1
28. Mayfield and Wadhurst	10 5 0	241 5 1	- - -	*g* 440 17 4	21 10 3	- - -	1,569 9
29. Midhurst and Sheetbridge	8 7 9	- - -	- - -	- - -	9 12 1	- - -	208 19
30. New Chapel, Lindfield, and Brighthelmston	17 10 2	91 11 6	- - -	*h* 105 6 0	15 0 0	- - -	731 1 7
31. Offham and Ditchelling	10 8 4	- - -	- - -	- - -	8 0 0	- - -	99 3 1
32. Offham to Witch Cross	52 2 8	64 0 10	- - -	*i* 675 0 0	23 7 3	- - -	1,324 2
33. Petworth	8 4 10	123 19 11	- - -	- - -	3 2 6	- - -	883 1
34. Pyecombe and Hicksted	21 18 6	93 3 11	- - -	- - -	7 3 4	- - -	340 15
35. Ringmer and Hurst Green	69 9 2	86 9 8	- - -	*j* 1,065 0 0	22 5 2	- - -	2,082 4 1
36. Robertsbridge Clappers	- - -	78 9 2	- - -	13 0 0	- - -	- - -	99 0
37. Rye	17 16 10	19 13 4	- - -	50 0 0	5 10 0	- - -	617 7
38. Saint Leonards and Sedlescomb	12 5 10	196 13 4	- - -	- - -	35 6 6	- - -	341 7
39. Shipley	6 17 6	- - -	- - -	- - -	4 8 11	- - -	103 16 11
40. Staplecross	24 2 8	65 8 5	- - -	*k* 196 0 0	6 12 7	- - -	437 13 10
41. Storrington and Ball's Hutt	5 14 0	23 15 0	- - -	- - -	4 1 0	- - -	165 16 4
42. Storrington and Wiston	8 12 6	117 5 0	- - -	*m* 162 0 0	4 18 6	- - -	538 14 8
43. Tunbridge Wells to Maresfield and New Road (united)	6 7 8	65 17 11	- - -	*n* 30 0 0	7 10 6	- - -	734 12 8
44. Tunbridge Wells to Uckfield	30 3 4	36 17 6	- - -	- - -	26 15 3	- - -	618 15 6
45. Worthing and Branch	15 3 8	62 15 0	- - -	*o* 164 5 0	7 7 6	49 0 0	593 10 5
46. Worthing and Lancing	- - -	- - -	179 3 10	- - -	- - -	- - -	258 15 11
£	974 7 4	4,098 7 11	258 19 1	7,245 13 7	547 18 1	49 0 0	30,438 0 4
COUNTY OF WARWICK.							
1. Alcester (united)	61 7 2	44 11 6	- - -	100 0 0	3 10 0	- - -	1,339 15 9
2. Ansley and Whitacre	2 9 8	5 9 0	- - -	- - -	16 18 0	- - -	73 10 11
3. Birmingham and Blakedown Pool	10 6 6	137 11 5	70 4 0	- - -	*q* 213 0 3	- - -	1,363 19 5
4. Birmingham and Spernal Ash	- - -	10 10 0	3 17 5	200 0 0	30 6 6	- - -	1,179 17 1
5. Birmingham to Stonebridge	- - -	63 18 7	- - -	- - -	*r* 23 19 11	- - -	662 18 1
6. Birmingham and Stratford-on-Avon	- - -	25 0 0	87 2 11	200 0 0	52 19 11	- - -	1,461 5 7
7. Birmingham, Warwick, and Warmington	23 16 9	76 10 4	- - -	300 0 0	23 9 10	- - -	1,638 13 7
8. Birmingham and Watford Gap	23 10 3	84 7 0	23 17 9	500 0 0	*s* 192 17 5	- - -	1,807 6 9
9. Ditto, Kingsbury Branch	- - -	- - -	- - -	- - -	1 4 0	- - -	120 16 2
10. Castle Bromwich and Birmingham (united)	- - -	32 15 6	- - -	- - -	4 4 6	- - -	338 6 8
11. Coventry and Stoney Stanton	33 12 8	53 14 10	- - -	- - -	29 6 3	- - -	622 14 4
12. Coventry and Wolvey	- - -	- - -	35 0 0	- - -	18 18 10	- - -	285 7 5
13. Dunchurch and Southam	- - -	39 0 0	- - -	- - -	4 19 1	- - -	188 3 0
14. Dunchurch and Stonebridge	43 10 0	- - -	- - -	- - -	17 1 0	- - -	830 12 7
15. Evesham and Alcester, Alcester District	21 18 3	11 16 0	- - -	- - -	0 14 0	- - -	283 2 9

a Including 300*l.* at 5 per cent. *b* Including 2,233*l.* at 1½ per cent., and 703*l.* *not* bearing interest.
e Including 85*l.* fraudulently obtained from the trustees by a clerk. *f* For debts of 550*l.* *g* For debts of 588*l.* 8*s.* 8*d.*
l Including 4,550*l.* at one penny per cent., until the preference debt is paid off. *m* For debts of 375*l.* *n* For debts of 50*l.*
r Including 12*l.* 12*s.* 11*d.* loss through failure of late treasurers. *s* Including 102*l.* 6*s.* 1*d.* loss through failure of late treasurers.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5,102 10 0	3½	- -	- - -	33 3 9	5,135 13 9	—	—	—	—	—	—
a9,800 0 0	2	- -	205 0 0	- - -	10,005 0 0	- -	- -	- -	- -	140 17 0	140 17 0
- - -	- -	- -	- - -	254 1 8	254 1 8	—	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	987 17 7	987 17 7
2,025 0 0	1	6 6 0	22 5 6	- - -	2,053 11 6	- -	- -	- -	67 10 0	98 8 1	165 18 1
- - -	- -	15 0 0	- - -	- - -	15 0 0	- -	- -	- -	- -	785 0 7	785 0 7
2,525 0 0	1	- -	- - -	- - -	2,525 0 0	- -	- -	- -	- -	214 2 4	214 2 4
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	48 6 0	48 6 0
400 0 0	4	- -	- - -	- - -	400 0 0	- -	- -	- -	- -	197 12 11	197 12 11
- - -	- -	30 0 0	- - -	- - -	30 0 0	- -	- -	- -	- -	159 15 1	159 15 1
4,615 0 0	1½	- -	- - -	- - -	4,615 0 0	- -	- -	- -	- -	164 2 2	164 2 2
b21,943 0 0	3	- -	601 12 4	- - -	22,544 12 4	- -	- -	- -	- -	677 6 9	677 6 9
3,134 10 0	1	- -	- - -	- - -	3,134 10 0	- -	- -	- -	- -	123 10 2	123 10 2
—	—	—	—	—	—	—	—	—	—	—	—
11,890 0 0	5	- -	8,133 18 4	- - -	20,023 18 4	- -	- -	- -	- -	30 17 7	30 17 7
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	106 11 0	106 11 0
5,250 0 0	1	- -	- - -	- - -	5,250 0 0	- -	- -	- -	- -	40 18 10	40 18 10
13,887 12 0	½	- -	- - -	- - -	13,887 12 0	- -	- -	- -	- -	307 13 5	307 13 5
4,055 0 0	3	- -	243 6 0	- - -	4,298 6 0	- -	- -	- -	- -	151 5 9	151 5 9
1,380 0 0	5	183 8 0	2,206 0 0	11 11 5	3,780 19 5	—	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	180 4 9	180 4 9
2,900 0 0	3	- -	- - -	1 2 9	2,901 2 9	—	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	—	—	—	—	—	—
5,575 14 8	4	- -	- - -	- - -	5,575 14 8	- -	- -	- -	- -	508 16 4	508 16 4
- - -	- -	30 0 0	- - -	- - -	30 0 0	- -	- -	- -	- -	194 7 9	194 7 9
8,991 4 0	1	- -	- - -	- - -	8,991 4 0	- -	- -	- -	- -	90 11 2	90 11 2
6,727 10 0	5	- -	8,757 10 4	- - -	15,485 0 4	- -	- -	- -	- -	257 10 11	257 10 11
—	—	—	—	—	—	—	—	—	—	—	—
3,644 0 3	3¼	- -	- - -	- - -	3,644 0 3	- -	- -	- -	- -	316 3 8	316 3 8
9,319 10 0	1	- -	- - -	- - -	9,319 10 0	- -	- -	- -	- -	56 6 11	56 6 11
—	—	—	—	—	—	—	—	—	—	—	—
1,500 0 0	4	- -	77 16 0	- - -	1,577 16 0	- -	- -	- -	- -	113 14 11	113 14 11
450 0 0	4	- -	- - -	- - -	450 0 0	- -	- -	- -	- -	104 5 1	104 5 1
15,850 0 0	5	1,311 18 1	13,569 19 5	- - -	30,731 17 6	- -	- -	- -	- -	734 19 0	734 19 0
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	154 3 3	154 3 3
1,300 0 0	4	- -	- - -	51 19 2	1,351 19 2	—	—	—	—	—	—
l5,500 0 0	2½	- -	23 15 0	- - -	5,523 15 0	- -	- -	- -	- -	87 7 10	87 7 10
2,787 10 0	3½	- -	97 11 3	- - -	2,885 1 3	- -	- -	- -	- -	110 7 6	110 7 6
2,100 0 0	3	- -	- - -	- - -	2,100 0 0	- -	- -	- -	- -	81 17 6	81 17 6
500 0 0	5	- -	- - -	- - -	500 0 0	- -	- -	- -	- -	338 14 5	338 14 5
1,487 10 0	3½	- -	52 1 3	- - -	1,539 11 3	- -	- -	- -	- -	168 9 5	168 9 5
7,405 10 0	5	144 9 5	11,058 18 7	- - -	18,608 18 0	- -	- -	- -	- -	288 19 7	288 19 7
167,646 0 11	- -	1,721 1 6	45,082 3 0	370 7 8	214,819 13 1	- -	- -	- -	67 10 0	8,188 8 5	8,255 18 5
p1,000 0 0	4	- -	- - -	- - -	1,000 0 0	- -	- -	- -	- -	287 12 10	287 12 10
2,600 0 0	1d.	- -	- - -	109 3 10	2,709 3 10	- -	- -	- -	48 14 10	- - -	48 14 10
2,774 0 0	5	- -	18 5 0	- - -	2,792 5 0	- -	- -	- -	- -	359 5 5	359 5 5
- - -	- -	- -	- - -	- - -	- - -	95 8 4	- -	- -	- -	238 12 7	334 0 11
636 0 0	5	- -	10 18 0	- - -	646 18 0	- -	- -	- -	- -	38 15 8	38 15 8
300 0 0	4½	- -	- - -	- - -	300 0 0	146 17 6	- -	- -	- -	115 9 5	262 6 11
1,886 17 2	4	- -	- - -	- - -	1,886 17 2	- -	- -	- -	- -	570 3 2	570 3 2
1,500 0 0	4	- -	- - -	- - -	1,500 0 0	- -	- -	- -	- -	269 1 1	269 1 1
—	—	—	—	—	—	—	—	—	—	—	—
1,100 0 0	4	- -	43 12 11	- - -	1,143 12 11	- -	- -	- -	- -	221 18 4	221 18 4
t3,559 16 6	3	- -	0 1 5	- - -	3,559 17 11	- -	- -	- -	- -	176 9 3	176 9 3
41 0 10	4	- -	19 13 0	11 10 1	72 3 11	—	—	—	—	—	—
1,610 0 0	2½	- -	41 10 0	- - -	1,651 10 0	- -	- -	- -	- -	55 18 1	55 18 1
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	118 14 9	118 14 9
300 0 0	4	- -	- - -	- - -	300 0 0	- -	- -	- -	- -	117 19 11	117 19 11

c Including expenses of intended application to Parliament. d For debts of 3,400*l.*
h For debts of 498*l.* i For debts of 900*l.* j For debts of 1,420*l.* k For debts of 200*l.*
o For debts of 175*l.* p Reduced 100*l.* unclaimed debt omitted. q Including 141*l.* 1*s.* 3*d.* loss through failure of late treasurers.
t Including 1,750*l.* at one penny per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF WARWICK— *continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
16. Fillongley and Over Whitacre -	117 13 9	- - -	229 5 0	- - -	- - -	- -	- - -	- - -
17. Finford Bridge and Banbury -	260 17 4	- - -	687 0 0	- - -	- - -	- -	- - -	- - -
18. Great Kington and Wellesbourne	81 6 0	- - -	263 0 0	- - -	- - -	- -	0 12 0	- - -
19. Hinckley and Coventry - -	352 9 2	- - -	1,021 5 0	- - -	- - -	- -	7 5 8	- - -
20. Mancetter and Wolvey Heath -	4 12 1	- - -	275 0 0	- - -	- - -	- -	- - -	- - -
21. Rugby and Hinckley - -	102 12 9	- - -	372 15 8	- - -	- - -	- -	- - -	- - -
22. Rugby and Kilworth - -	97 11 9	- - -	226 8 4	- - -	- - -	- -	- - -	- - -
23. Rugby and Lutterworth - -	508 17 11	- - -	299 6 8	- - -	- - -	5 0 0	- - -	- - -
24. Rugby and Warwick - -	- - -	8 13 3	375 16 8	- - -	- - -	2 14 0	2 15 0	- - -
25. Southam and Kineton - -	150 6 8	- - -	164 10 0	58 16 6	- - -	- -	25 0 0	- - -
26. Stonebridge and Kenilworth -	14 15 8	- - -	117 0 5	- - -	- - -	- -	- - -	- - -
27. Stratford and Edgehill - -	- - -	3 14 4	410 0 0	- - -	- - -	0 9 0	1 2 6	- - -
28. Stratford-upon-Avon and Long Compton - - -	79 14 10	- - -	1,293 16 8	- - -	- - -	- -	4 0 6	- - -
29. Warwick, Coventry, and Leamington - - - -	316 8 7	- - -	801 5 0	15 0 0	- - -	- -	35 0 0	- - -
30. Warwick and Paddlebrook and Stratford - - -	141 16 5	- - -	737 15 2	- - -	- - -	- -	49 8 6	- - -
31. Watling Street, Bentley Lane and Branch, Pinwall Lane and Appleby (united) - - -	0 1 0	- - -	1,235 0 0	- - -	- - -	1 17 4	0 12 6	- - -
32. Wellesbourne and Stratford -	18 11 6	- - -	222 10 0	- - -	- - -	- -	10 0 0	- - -
£	5,390 12 6	127 3 2	20,145 3 0	146 16 6	- - -	11 15 4	265 8 5	- - -
COUNTY OF WESTMORLAND.								
1. Ambleside - - -	325 7 9	- - -	1,176 0 0	- - -	- - -	- -	6 11 0	- - -
2. Appleby and Kendal - -	293 12 8	- - -	331 5 6	- - -	- - -	- -	7 4 7	- - -
3. Brough and Bowes, and Maiden Castle and Barrow's Brow to the Coal Works (united) - -	7 5 5	- - -	60 5 11	- - -	- - -	- -	- - -	- - -
4. Brough and Eamont Bridge -	51 4 5	- - -	275 0 0	- - -	- - -	- -	- - -	- - -
5. Brough and Middleton - -	20 10 10	- - -	274 0 0	- - -	- - -	- -	0 12 10	- - -
6. Heronsyke and Eamont Bridge -	250 5 4	- - -	648 0 0	- - -	- - -	- -	18 1 3	- - -
7. Kirkby Lonsdale, Kendal, and Milnthorpe - - -	242 18 5	- - -	459 10 0	- - -	- - -	- -	2 9 8	- - -
8. Kirkby Stephen and Hawes -	1 1 0	- - -	157 0 0	- - -	- - -	- -	- - -	- - -
9. Milnthorpe and Levens - -	208 5 8	- - -	350 0 0	- - -	- - -	- -	9 15 7	- - -
£	1,400 11 6	- - -	3,731 1 5	- - -	- - -	- -	44 14 11	- - -
COUNTY OF WILTS.								
1. Amesbury - - - -	- - -	59 8 9	479 16 8	- - -	- - -	- -	5 1 0	- - -
2. Beckhampton - - -	343 1 10	- - -	523 6 6	- - -	- - -	- -	5 2 0	- - -
3. Bradford - - - -	633 15 0	- - -	689 0 6	- - -	- - -	- -	2 4 6	- - -
4. Burford, Leachdale, and Swindon -	- - -	27 14 4	662 0 0	- - -	- - -	0 0 3	- - -	- - -
5. Calne - - - -	239 8 3	- - -	573 0 0	- - -	- - -	0 14 0	11 14 9	- - -
6. Calne, Hillmarton, and Lyneham -	208 3 0	- - -	240 0 0	234 8 7	- - -	- -	- - -	- - -
7. Chippenham - - -	690 4 7	- - -	1,280 0 0	- - -	- - -	- -	26 6 7	- - -
8. Corsham - - -	129 5 2	- - -	593 15 0	- - -	- - -	- -	16 13 4	- - -
9. Devizes (consolidated) - -	- - -	25 11 10	1,853 4 1	- - -	- - -	- -	31 14 0	- - -
10. Draycot, or Upper District -	37 8 2	- - -	177 0 0	- - -	- - -	- -	- - -	- - -
11. Everley - - - -	133 13 9	- - -	288 12 0	- - -	- - -	- -	- - -	- - -
12. Fisherton, Wilton, Heytesbury, Willoughby Edge, and Redhone	50 12 0	- - -	956 18 7	- - -	- - -	- -	37 7 9	- - -
13. Holt - - - -	163 12 10	- - -	200 0 0	- - -	- - -	0 4 9	10 0 0	- - -
14. Kennet and Amesbury - -	343 18 7	- - -	623 7 9	- - -	- - -	- -	2 17 6	- - -
15. Malmesbury, First District -	189 15 10	- - -	696 10 0	- - -	- - -	- -	- - -	- - -
16. Ditto, Second District -	411 7 11	- - -	1,298 2 0	- - -	- - -	- -	- - -	- - -
17. Ditto, Third District -	206 2 6	- - -	452 6 8	87 0 0	- - -	- -	- - -	- - -
18. Marlborough and Froxfield -	40 13 7	- - -	148 15 0	- - -	- - -	- -	5 12 0	- - -
19. Marlborough and Salisbury -	21 5 8	- - -	832 13 6	- - -	- - -	- -	- - -	- - -
20. Marshfield - - -	- - -	29 15 3	435 6 8	- - -	- - -	- -	5 1 6	- - -
21. Melksham - - -	91 11 9	- - -	675 0 0	- - -	- - -	- -	56 3 0	- - -
22. Sarum and Eling, Eling District -	724 3 10	- - -	1,084 6 8	- - -	- - -	2 1 7	25 19 3	- - -
23. Ditto, Lobcombe District -	55 9 10	- - -	153 0 0	- - -	- - -	- -	20 6 3	- - -

a Including materials, &c. *b* Agent's commission. *c* Contract work.

	EXPENDITURE.								
10. Total Income.	11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
229 5 0	62 1 1	22 2 0	43 2 3	- - -	- - -	- - -	- - -	- - -	20 0 0
687 0 0	138 1 6	12 11 4	195 18 11	- - -	- - -	7 16 1	20 0 0	10 0 0	45 0 0
263 12 0	121 18 8	58 0 6	30 3 0	- - -	3 2 6	14 8 0	3 0 0	- - -	10 0 0
1,028 10 8	478 9 7	113 0 6	417 8 0	- - -	- - -	30 4 4	- - -	31 10 0	60 0 0
275 0 0	93 5 10	28 15 1	70 1 3	- - -	- - -	9 16 9	- - -	15 0 0	20 0 0
372 15 8	83 15 2	11 18 7	55 19 0	- - -	- - -	20 3 11	5 5 0	11 11 0	18 0 0
226 8 4	65 14 0	31 6 0	41 4 10	- - -	- - -	10 13 9	5 5 0	11 11 0	18 0 0
304 6 8	84 16 10	35 3 0	92 3 11	- - -	- - -	14 0 11	5 5 0	11 11 0	26 0 0
381 5 8	113 14 0	51 12 9	28 16 11	- - -	- - -	11 5 1	5 5 0	11 11 0	18 0 0
248 6 6	*a* 89 12 5	- - -	- - -	- - -	- - -	4 17 0	- - -	*b* 6 8 0	- - -
117 0 5	14 7 0	0 5 0	3 0 6	- - -	- - -	1 12 11	- - -	10 10 0	10 10 0
411 11 6	190 17 11	87 14 0	29 17 0	- - -	8 13 1	14 6 2	- - -	5 0 0	- - -
1,297 17 2	*c* 522 12 8	- - -	- - -	- - -	- - -	36 2 0	- - -	31 10 0	52 0 0
851 5 0	291 18 0	150 3 0	200 1 1	- - -	- - -	43 8 8	- - -	31 10 0	50 0 0
787 3 8	363 1 2	90 7 1	125 5 8	- - -	- - -	137 16 11	- - -	25 0 0	100 0 0
1,237 9 10	490 9 9	159 1 5	200 4 1	- - -	- - -	83 0 10	15 0 0	40 0 0	75 0 0
232 10 0	95 2 6	39 8 11	18 0 3	- - -	- - -	26 0 8	- - -	5 5 0	20 0 0
20,569 3 3	6,720 10 5	2,045 3 9	3,880 2 3	- - -	118 10 2	1,501 18 0	101 2 0	497 7 0	1,452 0 0
1,182 11 0	620 17 11	48 11 3	70 16 4	- - -	- - -	22 11 8	5 0 0	20 0 0	30 0 0
338 10 1	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	10 0 0
60 5 11	9 5 9	3 9 3	5 9 6	- - -	0 15 0	- - -	- - -	6 0 0	15 15 0
275 0 0	77 9 7	7 15 3	16 12 9	- - -	- - -	4 9 6	- - -	15 0 0	60 0 0
274 12 10	83 14 4	35 17 6	55 8 2	- - -	2 0 0	4 19 4	- - -	10 0 0	20 0 0
666 1 3	- - -	- - -	- - -	- - -	- - -	36 11 7	10 0 0	15 0 0	25 0 0
461 19 8	157 7 3	12 0 3	7 17 9	- - -	- - -	23 5 7	5 0 0	10 0 0	20 0 0
157 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2 0 0	- - -
359 15 7	- - -	- - -	- - -	- - -	- - -	7 6 8	5 0 0	5 0 0	5 0 0
3,775 16 4	948 14 10	107 13 6	156 4 6	- - -	2 15 0	99 4 4	30 0 0	93 0 0	185 15 0
484 17 8	*a* 205 9 3	- - -	- - -	- - -	- - -	23 4 8	10 0 0	20 0 0	50 0 0
528 8 6	227 14 6	164 6 9	- - -	- - -	17 10 7	51 10 5	10 10 0	20 0 0	60 0 0
691 5 0	152 9 2	3 11 9	124 3 4	- - -	- - -	161 1 9	- - -	40 0 0	150 0 0
662 0 3	*d* 350 0 0	- - -	- - -	- - -	- - -	30 4 6	10 0 0	20 0 0	- - -
585 8 9	188 1 2	61 16 2	126 10 3	- - -	3 0 1	15 17 4	10 10 0	20 0 0	50 10 0
474 8 7	101 17 1	26 1 0	104 17 10	- - -	0 14 2	0 18 6	5 5 0	4 4 0	25 0 0
1,306 6 7	*c* 935 0 0	- - -	- - -	- - -	- - -	4 8 0	- - -	25 0 0	30 0 0
610 8 4	157 12 11	105 10 3	244 5 0	- - -	- - -	10 3 9	- - -	25 0 0	50 0 0
1,884 18 1	449 8 11	276 19 6	530 1 1	- - -	6 1 10	74 11 7	- - -	50 0 0	150 0 0
177 0 0	78 3 3	18 7 5	17 10 0	- - -	- - -	5 0 9	- - -	- - -	- - -
288 12 0	46 13 8	145 1 11	- - -	- - -	- - -	12 14 10	10 0 0	25 0 0	- - -
994 6 4	389 8 4	175 12 0	87 12 4	- - -	- - -	63 17 10	30 0 0	60 0 0	120 0 0
210 4 9	- - -	- - -	- - -	- - -	0 15 0	9 12 0	5 5 0	- - -	- - -
626 5 3	*a* 272 6 0	- - -	- - -	- - -	- - -	25 9 5	10 0 0	20 0 0	- - -
696 10 0	230 19 3	117 13 7	154 3 11	- - -	7 2 6	22 13 11	- - -	20 0 0	30 0 0
1,298 2 0	*e* 400 12 7	132 19 11	251 13 3	- - -	33 16 5	17 12 9	- - -	20 0 0	70 0 0
539 6 8	130 0 4	91 4 1	151 8 3	- - -	11 4 10	11 4 9	4 4 0	21 0 0	30 0 0
154 7 0	35 17 4	40 19 0	29 15 8	- - -	- - -	13 17 6	- - -	20 0 0	15 0 0
832 13 6	174 12 10	169 12 0	166 7 9	- - -	2 8 3	54 14 8	- - -	25 0 0	75 0 0
440 8 2	198 16 4	55 11 7	40 0 0	- - -	- - -	10 10 4	- - -	15 0 0	40 0 0
731 3 0	141 17 8	90 18 10	85 17 3	- - -	23 1 0	34 12 9	21 0 0	- - -	40 0 0
1,112 7 6	*c* 696 0 7	- - -	- - -	- - -	- - -	192 5 2	25 0 0	50 0 0	135 0 0
173 6 3	*c* 67 19 0	- - -	- - -	- - -	- - -	42 2 3	10 0 0	10 0 0	44 0 0

d Allowance to parishes.

e Including contract work.

(Continued on page 72.)

(Continued from page 71.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF WARWICK —*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
16. Fillongley and Over Whitacre	11 7 11	15 19 6	- - -	40 0 0	8 6 1	- - -	222 18 1
17. Finford Bridge and Banbury	13 8 8	62 8 5	- - -	200 0 0	16 0 6	- - -	721 5
18. Great Kington and Wellesbourne	- - -	- - -	- - -	- - -	12 16 10	- - -	253 9
19. Hinckley and Coventry	- - -	4 18 4	- - -	- - -	44 9 11	- - -	1,180 0
20. Mancetter and Wolvey Heath	- - -	28 0 0	- - -	- - -	13 6 0	- - -	278 4 1
21. Rugby and Hinckley	1 0 0	99 3 0	- - -	- - -	5 11 9	- - -	312 7
22. Rugby and Kilworth	0 5 0	15 17 4	- - -	- - -	4 17 10	- - -	204 14
23. Rugby and Lutterworth	1 0 0	- - -	- - -	- - -	5 15 9	- - -	275 16
24. Rugby and Warwick	1 0 0	75 2 6	- - -	- - -	5 5 5	- - -	321 12
25. Southam and Kineton	3 8 0	130 16 5	- - -	- - -	5 3 8	- - -	240 5
26. Stonebridge and Kenilworth	12 4 0	- - -	- - -	- - -	3 10 8	- - -	56 0
27. Stratford and Edgehill	- - -	27 10 8	- - -	50 0 0	1 14 10	- - -	415 13
28. Stratford-upon-Avon and Long Compton	- - -	154 1 2	- - -	300 0 0	*b* 167 17 10	- - -	1,264 3
29. Warwick, Coventry, and Leamington	9 9 6	111 2 8	- - -	- - -	25 8 6	- - -	913 1
30. Warwick and Paddlebrook and Stratford	- - -	8 17 0	- - -	- - -	9 9 3	- - -	859 17
31. Watling Street, Bentley Lane and Branch, Pinwall Lane and Appleby (united)	50 4 9	70 14 10	- - -	- - -	37 13 0	- - -	1,221 8
32. Wellesbourne and Stratford	- - -	- - -	- - -	- - -	1 11 6	- - -	205 8 1
£	323 19 1	1,389 16 0	220 2 1	1,890 0 0	1,002 8 10	- - -	21,142 19
COUNTY OF WESTMORLAND.							
1. Ambleside	- - -	68 8 1	- - -	*c* 185 18 9	26 16 7	- - -	1,099 0
2. Appleby and Kendal	- - -	50 18 10	- - -	451 16 4	14 6 10	- - -	542 2
3. Brough and Bowes, and Maiden Castle and Barrow's Brow to the Coal Works (united)	- - -	18 10 0	- - -	- - -	4 16 10	- - -	64 1
4. Brough and Eamont Bridge	2 3 4	89 15 4	- - -	- - -	2 1 6	- - -	275 7
5. Brough and Middleton	5 5 0	- - -	- - -	- - -	8 10 10	- - -	225 15
6. Heronsyke and Eamont Bridge	13 6 0	344 16 0	- - -	*e* 200 0 0	6 4 6	- - -	650 18
7. Kirkby Lonsdale, Kendal, and Milnthorpe	- - -	67 14 5	- - -	*f* 250 0 0	7 0 8	- - -	560 5 1
8. Kirkby Stephen and Hawes	- - -	29 11 4	- - -	*g* 33 5 10	4 15 7	- - -	69 12
9. Milnthorpe and Levens	1 10 9	87 2 8	- - -	*h* 200 0 0	2 4 6	- - -	313 4
£	22 5 1	756 16 8	- - -	1,321 0 11	76 17 10	- - -	3,800 7
COUNTY OF WILTS.							
1. Amesbury	52 14 11	46 18 10	- - -	- - -	13 3 2	- - -	421 10 1
2. Beckhampton	- - -	7 17 4	- - -	200 0 0	16 16 1	- - -	776 5
3. Bradford	9 5 10	84 4 6	- - -	- - -	48 17 5	- - -	773 13
4. Burford, Leachdale, and Swindon	- - -	45 17 8	- - -	*j* 245 0 0	11 17 11	- - -	713 0
5. Calne	4 17 10	19 13 4	- - -	- - -	68 1 3	- - -	568 17
6. Calne, Hillmarton, and Lyneham	143 2 0	106 14 0	- - -	- - -	33 8 1	- - -	552 1
7. Chippenham	6 6 0	10 8 11	90 0 0	300 0 0	1 18 10	- - -	1,403 1
8. Corsham	5 0 0	- - -	- - -	- - -	12 16 6	- - -	610 8
9. Devizes (consolidated)	9 2 0	37 5 9	2 5 0	200 0 0	54 8 2	- - -	1,840 3
10. Draycot, or Upper District	13 9 0	- - -	- - -	- - -	1 18 0	- - -	134 8
11. Everley	- - -	26 11 0	- - -	- - -	13 19 1	- - -	280 0
12. Fisherton, Wilton, Heytesbury, Willoughby Edge, and Redhone	34 18 8	- - -	- - -	- - -	4 2 5	- - -	965 11
13. Holt	14 11 5	28 6 0	- - -	*m* 120 0 0	12 12 6	- - -	191 1
14. Kennet and Amesbury	22 4 6	175 9 0	- - -	- - -	118 11 6	- - -	644 0
15. Malmesbury, First District	- - -	66 12 4	- - -	- - -	10 1 10	- - -	659 7
16. Ditto, Second District	- - -	346 4 9	- - -	- - -	14 10 7	- - -	1,287 10
17. Ditto, Third District	- - -	137 15 7	- - -	- - -	8 2 6	- - -	596 4
18. Marlborough and Froxfield	6 6 0	3 18 8	- - -	- - -	12 0 11	- - -	177 15
19. Marlborough and Salisbury	9 16 0	80 17 10	- - -	- - -	27 5 11	- - -	785 15
20. Marshfield	- - -	28 0 0	- - -	- - -	9 1 0	- - -	396 19
21. Melksham	10 2 11	237 14 1	- - -	- - -	28 4 6	- - -	713 9
22. Sarum and Eling, Eling District	*o* 89 7 3	- - -	- - -	- - -	112 15 5	- - -	1,300 8
23. Ditto, Lobcombe District	*o* 51 6 2	- - -	- - -	- - -	3 13 0	- - -	229 0

a Claims disputed. *b* Including 155*l.* 12*s.* 6*d.* to Clifford Trust. *c* For debts of 192*l.* 10*s.* *d* Including 50*l.* at 2 per cent.
e Including 300*l.* at 4 per cent. and 555*l.* at 5 per cent. *j* For debts of 250*l.*
n Including 1,100*l.* at one penny per cent.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
441 10 0	4	- -	6 2 4	- -	447 12 4	- -	- -	- -	- -	123 19 11	123 19 11
1,920 0 0	3	- -	- - -	- -	1,920 0 0	- -	- -	- -	- -	226 11 11	226 11 11
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	91 8 6	91 8 6
100 0 0	5	- -	- - -	- -	100 0 0	- -	- -	- -	- -	200 19 2	200 19 2
700 0 0	4	- -	- - -	- -	700 0 0	- -	- -	- -	128 4 4	1 7 2	129 11 6
2,017 1 10	5	0 14 3	- - -	- -	2,017 16 1	- -	- -	- -	- -	163 1 0	163 1 0
722 8 5	3½	0 6 4	112 1 2	- -	834 15 11	5 5 0	- -	- -	- -	119 5 4	124 10 4
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	537 8 2	537 8 2
1,528 4 0	5	0 15 10	- - -	- -	1,528 19 10	- -	- -	- -	- -	50 19 9	50 19 9
5,000 0 0	4½	- -	1,840 0 5	- -	6,840 0 5	- -	- -	- -	- -	158 7 8	158 7 8
a 955 0 0	4 & 5	- -	*a* 912 6 5	- -	1,867 6 5	- -	- -	- -	- -	75 16 0	75 16 0
1,350 0 0	2	- -	- - -	7 16 6	1,357 16 6	—	—	—	—	—	—
3,550 0 0	4	- -	50 18 2	- -	3,600 18 2	- -	- -	- -	- -	113 8 4	113 8 4
2,380 0 0	5	37 19 6	89 5 0	- -	2,507 4 6	- -	50 0 0	- -	- -	254 12 2	304 12 2
200 0 0	4½	- -	- - -	- -	200 0 0	- -	- -	- -	- -	69 3 0	69 3 0
1,809 0 0	4	- -	73 2 10	- -	1,882 2 10	36 0 0	- -	- -	- -	16 2 2	52 2 2
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	45 12 8	45 12 8
39,980 18 9	- -	39 15 11	3,217 16 8	128 10 5	43,367 1 9	283 10 10	50 0 0	- -	176 19 2	4,818 3 5	5,328 13 5
1,602 0 0	4	- -	7 0 2	- -	1,609 0 2	- -	- -	- -	- -	408 18 2	408 18 2
1,318 3 8	3¼	- -	22 5 4	- -	1,340 9 0	- -	- -	- -	- -	90 0 9	90 0 9
d 750 0 0	3	- -	49 10 0	- -	799 10 0	- -	- -	- -	520 16 1	3 10 0	524 6 1
2,979 0 0	3	- -	- - -	- -	2,979 0 0	- -	- -	- -	- -	50 17 2	50 17 2
1,620 0 0	1*d.*	- -	- - -	- -	1,620 0 0	- -	- -	- -	- -	69 8 6	69 8 6
12,441 1 4	2¾	- -	- - -	- -	12,441 1 4	- -	- -	- -	- -	265 8 6	265 8 6
2,591 12 0	2¾	- -	21 17 9	- -	2,613 9 9	- -	- -	- -	- -	144 12 2	144 12 2
1,432 10 0	2	- -	- - -	- -	1,432 10 0	- -	- -	- -	- -	88 8 3	88 8 3
4,277 7 0	2	- -	- - -	- -	4,277 7 0	- -	- -	- -	- -	254 16 8	254 16 8
29,011 14 0	- -	- -	100 13 3	- -	29,112 7 3	- -	- -	- -	520 16 1	1,376 0 2	1,896 16 3
3,562 10 0	4	- -	111 10 1	- -	3,674 0 1	109 18 4	- -	- -	- -	3 18 1	113 16 5
- - -	- -	42 17 2	- - -	- -	42 17 2	- -	- -	- -	- -	95 4 8	95 4 8
i 1,875 0 0	4½	- -	- - -	- -	1,875 0 0	- -	- -	- -	116 3 4	551 6 3	667 9 7
1,630 0 0	2½	- -	- - -	78 14 2	1,708 14 2	—	—	—	—	—	—
400 0 0	5	44 0 9	8 19 8	- -	453 0 5	- -	- -	- -	- -	255 19 7	255 19 7
1,450 0 0	*k* 2	- -	*k* - -	- -	1,450 0 0	- -	- -	- -	- -	130 9 11	130 9 11
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	593 9 5	593 9 5
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	129 5 1	129 5 1
500 0 0	*l* 3½	- -	- - -	- -	500 0 0	- -	- -	- -	- -	19 2 5	19 2 5
570 0 0	2	- -	28 16 0	- -	598 16 0	- -	- -	- -	- -	79 19 9	79 19 9
600 0 0	4½	- -	- - -	- -	600 0 0	- -	- -	- -	- -	142 5 3	142 5 3
- - -	- -	- -	- - -	- -	- - -	- -	- -	- -	- -	79 6 9	79 6 9
1,239 1 3	2	- -	- - -	- -	1,239 1 3	- -	- -	- -	- -	182 15 8	182 15 8
5,900 0 0	3	- -	42 0 0	- -	5,942 0 0	- -	- -	- -	- -	326 3 5	326 3 5
2,200 0 0	3½	55 4 3	29 11 6	- -	2,284 15 9	68 11 9	- -	- -	- -	226 18 6	295 10 3
9,105 7 0	3	161 3 0	178 15 0	- -	9,445 5 0	21 0 0	- -	- -	- -	421 19 8	442 19 8
7,560 0 0	2	71 1 5	145 16 0	- -	7,776 17 5	132 15 0	- -	- -	- -	149 4 10	281 19 10
100 0 0	4	60 0 0	1 0 0	- -	161 0 0	- -	- -	- -	- -	17 5 6	17 5 6
n 4,390 0 0	2½	80 0 0	41 5 9	- -	4,511 5 9	- -	- -	- -	- -	68 3 11	68 3 11
700 0 0	4	- -	- - -	- -	700 0 0	- -	- -	- -	- -	13 13 8	13 13 8
6,558 11 6	3½	18 0 0	- - -	- -	6,576 11 6	- -	- -	- -	- -	109 5 9	109 5 9
- - -	- -	104 5 5	- - -	- -	104 5 5	- -	- -	- -	- -	536 2 11	536 2 11
- - -	- -	7 18 2	- - -	0 4 4	8 2 6	—	—	—	—	—	—

e For debts of 479*l.* 5*s.* 8*d.* *f* For debts of 253*l.* 2*s.* 6*d.* *g* For debts of 46*l.* *h* For debts of 430*l.* 19*s.* 8*d.*
k Interest reduced and arrears extinguished by new Local Act. *l* Reduced by consent. *m* For debts of 137*l.* 18*s.* 9*d.*
o For 2 years.

1.	2.	3.	INCOME.					
NAMES OF COUNTIES AND TRUSTS.	Balance in Treasurers' Hands on 1st Jan. 1866.	Balance due to the Treasurers on 1st Jan. 1866.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amou of Mon borrowed the Secu of the T
COUNTY OF WILTS—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
24. Swindon, Calne, and Cricklade, Third District	39 13 4	- - -	336 5 0	- - -	- - -	0 17 0	4 6 6	- -
25. Swindon and Christian Malford	70 0 2	- - -	750 3 0	64 2 10	- - -	- -	21 19 0	- -
26. Swindon and Cold Harbour	202 15 11	- - -	365 18 11	- - -	- - -	- -	6 19 0	- -
27. Swindon, Hungerford, and Marlborough (united)	31 1 9	- - -	734 0 0	10 0 0	- - -	- -	- - -	- -
28. Swindon and Marlborough	128 4 2	- - -	306 0 0	- - -	- - -	- -	5 15 0	- -
29. Trowbridge	211 13 2	- - -	1,514 15 7	20 0 0	- - -	0 2 6	84 9 6	- -
30. Warminster	- - -	39 19 1	780 11 1	- - -	- - -	- -	1 3 0	- -
31. Westbury	31 13 0	- - -	979 0 0	- - -	- - -	- -	9 19 0	- -
32. Wootton Bassett and Marlborough	5 11 4	- - -	268 1 3	48 7 4	- - -	- -	2 0 0	- -
£	5,434 6 11	182 9 3	20,950 16 5	463 18 9	- - -	4 0 1	398 14 5	- -
COUNTY OF WORCESTER.								
1. Birmingham and Bromsgrove	406 5 1	- - -	952 10 0	- - -	- - -	- -	20 12 2	- -
2. Birmingham, Redditch, and Pershore	690 12 10	- - -	1,015 16 8	- - -	- - -	- -	5 14 7	- -
3. Broadway and Mickleton	49 10 6	- - -	129 9 1	69 10 9	- - -	- -	- - -	- -
4. Doglane Gate	38 9 3	- - -	251 0 0	57 5 0	- - -	- -	5 4 0	- -
5. Droitwich Roads	190 12 5	- - -	1,138 10 0	- - -	- - -	- -	*c* 252 10 0	- -
6. Dudley and Brettell Lane, and Pedmore and Rowley (united)	389 17 8	- - -	5,934 3 4	- - -	- - -	- -	418 16 8	- -
7. Dudley, Hales Owen, and Bromsgrove; Dudley and New Inn; and Dudley and Wolverhampton (united)	216 18 4	- - -	4,810 0 0	- - -	- - -	- -	- - -	- -
8. Evesham, First District, Bretforton Division	78 0 0	- - -	402 6 8	- - -	- - -	- -	0 13 4	- -
9. Ditto, Pershore Division	157 15 7	- - -	459 10 0	- - -	- - -	- -	- - -	- -
10. Ditto, Stonebow Division	185 17 0	- - -	142 10 0	- - -	- - -	- -	- - -	- -
11. Evesham and Alcester, Evesham District	51 11 8	- - -	156 15 0	- - -	- - -	- -	5 0 0	- -
12. Hundred House, First District	285 9 4	- - -	824 3 1	35 18 4	- - -	- -	3 6 7	- -
13. Ditto, Second District	106 15 8	- - -	121 0 10	73 10 0	- - -	- -	- - -	- -
14. Inning's Lane	93 7 6	- - -	115 14 0	- - -	- - -	- -	- - -	- -
15. Kidderminster	550 16 11	- - -	2,830 0 0	- - -	- - -	0 7 0	32 11 0	- -
16. Shelsley	- - -	41 12 1	59 0 10	41 12 2	- - -	- -	- - -	- -
17. Stourbridge, First District	1,510 19 7	- - -	3,183 3 4	- - -	- - -	- -	5 0 0	- -
18. Ditto, Second District	447 18 4	- - -	1,205 0 0	- - -	- - -	- -	- - -	- -
19. Tenbury	181 17 7	- - -	450 0 0	- - -	- - -	- -	12 12 10	- -
20. Tinker's Gate	169 12 2	- - -	60 0 0	- - -	- - -	- -	- - -	- -
21. Upton-upon-Severn	187 0 5	- - -	675 0 0	- - -	- - -	- -	- - -	- -
22. Welch Gate	450 19 0	- - -	661 0 0	- - -	- - -	- -	3 10 0	- -
23. Worcester: Barbourne Roads	215 19 11	- - -	365 0 0	- - -	- - -	- -	4 5 0	- -
24. Ditto, Bransford Roads	128 11 10	- - -	1,085 0 0	- - -	- - -	- -	*d* 238 1 0	- -
25. Ditto, Broadwas Roads	146 2 9	- - -	920 0 0	- - -	- - -	0 5 0	50 11 0	- -
26. Ditto, Henwick and Martley Roads	- - -	33 17 6	1,445 0 0	- - -	- - -	0 1 6	34 18 1	- -
27. Ditto, London and Stonebow Roads	498 10 8	- - -	885 0 0	- - -	- - -	- -	36 6 0	- -
28. Ditto, Lowesmoor Roads	79 3 0	- - -	370 0 0	- - -	- - -	- -	23 0 6	- -
29. Ditto, Powick Roads	430 3 2	- - -	1,636 14 1	- - -	- - -	0 2 6	6 7 2	- -
30. Ditto, Upton Roads	164 19 3	- - -	470 0 0	- - -	- - -	0 1 6	- - -	- -
£	8,103 17 5	75 9 7	32,753 6 11	277 16 3	- - -	0 17 6	1,158 19 11	- -
COUNTY OF YORK.								
1. Balby to Worksop	305 18 7	- - -	568 13 4	99 19 7	- - -	- -	- - -	- -
2. Barnsdale and Leeds, and Branch	646 10 2	- - -	1,274 13 1	- - -	- - -	- -	21 4 0	- -
3. Barnsley and Grange Moor	496 10 4	- - -	293 0 0	- - -	- - -	- -	16 15 11	- -
4. Barnsley and Pontefract	471 3 6	- - -	597 3 4	- - -	- - -	- -	16 16 2	- -
5. Barnsley and Shepley Lane Head	227 6 5	- - -	219 16 8	- - -	- - -	- -	5 17 6	- -
6. Bawtry and Selby	470 8 1	- - -	577 10 0	- - -	- - -	- -	- - -	- -
7. Bawtry and Tinsley	276 1 8	- - -	726 0 0	- - -	- - -	- -	1 4 0	- -
8. Beverley, Hessle, and North Cave	- - -	117 8 8	535 0 0	137 0 0	84 18 0	- -	- - -	- -
9. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united)	285 11 2	- - -	1,389 5 0	355 19 4	- - -	0 5 0	29 17 5	- -
10. Birstal and Huddersfield	- - -	304 6 3	1,399 3 4	- - -	- - -	- -	189 7 8	- -
11. Boroughbridge to Catterick and Piersebridge	- - -	61 16 5	672 8 4	- - -	- - -	- -	1 0 0	- -

a Contract work. *b* Including materials, &c. *c* Including 200*l.* from the town of Droitwich towards improvements.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
.	341 8 6	65 16 10	37 7 3	45 5 1	- - -	- - -	118 11 8	- - -	5 5 0	15 0 0
.	836 4 10	263 2 7	123 17 7	126 10 1	- - -	- - -	20 7 1	- - -	35 0 0	46 0 0
.	372 17 11	85 1 10	156 13 7	- - -	- - -	67 10 9	4 18 10	- - -	15 0 0	18 0 0
.	744 0 0	171 14 0	124 13 0	177 18 5	- - -	16 19 0	45 2 0	10 0 0	50 0 0	25 0 0
.	311 15 0	116 15 2	69 8 9	70 6 3	- - -	- - -	10 1 5	- - -	16 0 0	15 0 0
.	1,619 7 7	496 0 1	274 7 6	361 18 5	- - -	35 11 6	104 14 11	- - -	60 0 0	150 0 0
.	781 14 1	*a* 546 15 6	- - -	- - -	- - -	- - -	35 19 7	30 0 0	30 0 0	40 0 0
.	988 19 0	*b* 569 6 1	- - -	- - -	- - -	- - -	64 6 7	- - -	25 0 0	60 0 0
.	318 8 7	128 7 11	64 4 9	43 13 5	- - -	- - -	24 1 10	- - -	20 0 0	20 0 0
	21,817 9 8	8,074 0 2	2,526 18 2	2,939 17 7	- - -	225 15 11	1,316 13 4	201 14 0	766 9 0	1,553 10 0
.	973 2 2	166 17 6	103 15 0	249 15 7	- - -	1 1 6	63 9 5	- - -	31 10 0	80 0 0
.	1,021 11 3	212 13 6	74 1 9	100 7 8	- - -	3 3 0	17 13 9	- - -	30 0 0	70 0 0
.	198 19 10	35 6 1	23 7 10	19 3 6	- - -	- - -	2 12 1	3 0 0	5 0 0	2 2 0
.	313 9 0	112 9 3	44 6 10	2 5 0	- - -	- - -	2 2 11	- - -	6 0 0	30 0 0
.	1,391 0 0	366 18 10	60 10 0	98 1 1	- - -	- - -	110 2 10	- - -	35 0 0	55 0 0
.	6,353 0 0	1,292 6 7	546 19 0	908 6 10	136 10 8	- - -	272 10 10	30 0 0	105 0 0	223 15 0
.	4,810 0 0	1,085 1 4	661 17 8	887 19 7	- - -	- - -	420 12 7	30 0 0	105 0 0	266 5 0
.	403 0 0	80 12 4	51 16 11	57 5 9	- - -	3 10 3	16 18 0	- - -	6 6 0	23 18 6
.	459 10 0	183 14 8	37 4 1	81 2 10	- - -	5 2 0	36 3 2	15 15 0	15 15 0	32 0 0
.	142 10 0	113 16 0	14 18 5	37 2 10	- - -	0 12 0	7 9 1	- - -	6 6 0	20 0 0
.	161 15 0	75 7 8	9 13 2	5 5 8	- - -	0 12 0	14 19 9	- - -	16 0 0	15 0 0
.	863 8 0	354 17 10	182 1 4	7 16 8	- - -	- - -	11 17 9	- - -	23 0 0	90 0 0
.	194 10 10	63 10 10	17 16 4	- - -	- - -	- - -	1 0 5	- - -	3 0 0	- - -
.	115 14 0	36 13 0	2 6 11	4 1 6	- - -	- - -	6 16 9	- - -	5 0 0	10 0 0
.	2,862 18 0	1,025 2 8	220 2 7	176 16 10	173 3 6	15 14 10	152 13 5	- - -	60 0 0	249 12 0
.	100 13 0	26 7 0	16 5 6	33 19 4	- - -	- - -	17 2 2	- - -	- - -	5 0 0
.	3,188 3 4	*a* 1,694 6 8	- - -	- - -	- - -	- - -	314 5 11	- - -	69 7 6	115 12 6
.	1,205 0 0	*a* 616 0 0	- - -	- - -	75 0 0	- - -	163 17 7	- - -	25 12 6	44 7 6
.	462 12 10	223 7 5	121 14 0	- - -	- - -	6 2 9	39 0 0	- - -	18 0 0	50 0 0
.	60 0 0	- - -	- - -	- - -	- - -	- - -	2 1 0	- - -	3 0 0	- - -
.	675 0 0	201 0 4	84 15 2	96 5 9	10 0 0	3 13 6	57 12 2	- - -	15 15 0	35 0 0
.	664 10 0	170 1 6	183 17 5	1 15 0	- - -	- - -	32 15 9	- - -	18 0 0	45 0 0
.	369 5 0	111 16 1	48 12 0	84 8 8	- - -	- - -	34 7 11	- - -	5 6 7	15 19 4
.	1,323 1 0	322 1 3	215 2 11	708 0 8	- - -	45 17 2	52 9 1	- - -	15 17 7	47 12 8
.	970 16 0	248 0 8	185 16 0	428 0 2	- - -	20 3 5	70 5 2	- - -	13 9 1	40 5 9
.	1,479 19 7	436 11 5	318 18 0	575 3 6	- - -	3 0 0	71 9 9	- - -	21 3 8	63 15 4
.	921 6 0	303 0 11	182 13 5	295 11 1	- - -	30 9 0	72 17 0	- - -	13 0 0	38 17 0
.	393 0 6	112 8 2	44 11 9	87 2 3	- - -	9 19 3	31 6 0	- - -	5 8 4	16 3 9
.	1,643 3 9	351 3 4	271 8 10	782 18 8	- - -	- - -	108 9 7	- - -	23 17 3	71 15 11
.	470 1 6	180 16 4	109 19 7	126 13 6	- - -	6 11 10	33 15 2	- - -	6 17 6	20 10 3
	34,191 0 7	10,202 9 2	3,834 12 5	5,846 9 11	394 14 2	155 12 6	2,238 17 0	78 15 0	707 12 0	1,777 12 6
1.	668 12 11	148 6 6	85 13 1	78 6 3	- - -	4 0 0	4 10 8	- - -	32 16 0	30 0 0
2.	1,295 17 1	- - -	- - -	- - -	- - -	- - -	22 3 5	6 0 0	15 0 0	50 0 0
3.	309 15 11	- - -	- - -	- - -	- - -	- - -	39 19 6	- - -	20 0 0	- - -
4.	613 19 6	*e* 108 2 5	- - -	- - -	- - -	- - -	16 17 10	- - -	25 0 0	3 3 0
5.	225 14 2	- - -	- - -	- - -	- - -	- - -	3 0 8	- - -	13 8 0	15 0 0
6.	577 10 0	*e* 102 11 6	- - -	- - -	- - -	- - -	22 19 2	- - -	46 8 10	- - -
7.	727 4 0	152 6 10	101 5 2	66 10 10	- - -	5 18 0	12 10 3	- - -	28 2 0	30 0 0
8.	756 18 0	136 19 10	15 9 8	217 10 11	- - -	- - -	19 11 5	- - -	10 0 0	50 0 0
9.	1,775 6 9	457 19 1	293 7 4	983 5 4	- - -	- - -	48 6 0	- - -	20 0 0	*f* 20 0 0
0.	1,588 11 0	541 18 3	477 19 0	396 14 9	- - -	- - -	42 8 3	- - -	30 0 0	77 10 0
1.	673 8 4	283 13 6	108 2 1	13 15 11	- - -	0 12 6	11 17 0	15 0 0	30 0 0	95 0 0

d Including 190*l.* from railway company for damage to road. *e* Allowance to townships. *f* For ½ a year.

(Continued on page 76.)

(Continued from page 75.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure
COUNTY OF WILTS—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24. Swindon, Calne, and Cricklade, Third District	10 15 0	56 15 0	- - -	- - -	15 17 6	- - -	370 13 4
25. Swindon and Christian Malford	316 0 11	135 11 7	- - -	- - -	2 4 2	- - -	1,068 14 0
26. Swindon and Cold Harbour	- - -	33 3 9	- - -	- - -	1 6 4	- - -	381 15 1
27. Swindon, Hungerford, and Marlborough (united)	- - -	64 8 10	- - -	*d* 70 0 0	14 5 5	- - -	770 0 5
28. Swindon and Marlborough	- - -	24 7 6	- - -	- - -	0 10 6	- - -	322 9 7
29. Trowbridge	- - -	22 9 0	- - -	- - -	78 2 2	- - -	1,583 3 7
30. Warminster	4 17 2	- - -	46 15 1	- - -	55 3 3	- - -	789 10 7
31. Westbury	- - -	40 10 0	- - -	*e* 70 0 0	25 17 3	- - -	854 19 11
32. Wootton Bassett and Marlborough	- - -	17 9 11	- - -	- - -	0 10 0	- - -	318 7 10
£	814 3 7	1,885 5 2	139 0 1	1,205 0 0	832 3 2	- - -	22,480 10 [illegible]
COUNTY OF WORCESTER.							
1. Birmingham and Bromsgrove	33 12 10	44 12 2	- - -	336 0 0	*f* 133 0 9	- - -	1,243 14 [illegible]
2. Birmingham, Redditch, and Pershore	2 2 4	189 7 6	- - -	*e* 77 7 6	*g* 183 0 0	- - -	959 17 [illegible]
3. Broadway and Mickleton	*h* 60 0 0	30 8 2	- - -	- - -	- - -	- - -	171 19 [illegible]
4. Doglane Gate	0 11 0	23 15 1	- - -	- - -	6 12 11	- - -	228 3 [illegible]
5. Droitwich Roads	15 17 0	175 2 3	206 6 0	400 0 0	1 1 2	- - -	1,523 19 [illegible]
6. Dudley and Brettell Lane, and Pedmore and Rowley (united)	17 19 5	21 6 9	1,083 4 9	- - -	*i* 1,329 16 2	- - -	5,967 16 [illegible]
7. Dudley, Hales Owen, and Bromsgrove; Dudley and New Inn; and Dudley and Wolverhampton (united)	43 10 2	47 14 3	668 11 2	- - -	*j* 514 8 11	- - -	4,731 0 8
8. Evesham, First District, Bretforton Division	- - -	167 7 7	- - -	- - -	17 5 0	- - -	425 0 4
9. Ditto, Pershore Division	60 14 2	- - -	- - -	- - -	59 11 0	- - -	527 1 11
10. Ditto, Stonebow Division	- - -	- - -	- - -	- - -	6 13 5	- - -	206 17 9
11. Evesham and Alcester, Evesham District	1 11 6	17 4 2	- - -	50 0 0	3 10 6	- - -	209 4 [illegible]
12. Hundred House, First District	6 15 0	96 15 7	- - -	*l* 369 0 0	42 16 3	- - -	1,185 0 [illegible]
13. Ditto, Second District	6 0 7	- - -	- - -	111 7 5	13 1 10	- - -	215 17 [illegible]
14. Inning's Lane	38 0 4	4 18 4	- - -	- - -	16 2 6	- - -	123 19 [illegible]
15. Kidderminster	11 1 4	86 7 8	159 10 3	400 0 0	66 3 10	- - -	2,796 8 11
16. Shelsley	1 0 0	12 0 0	- - -	- - -	5 18 2	- - -	117 12 [illegible]
17. Stourbridge, First District	- - -	95 17 4	455 3 9	357 4 2	24 5 0	- - -	3,126 2 10
18. Ditto, Second District	- - -	4 16 9	250 0 0	- - -	14 5 6	- - -	1,193 19 10
19. Tenbury	- - -	8 0 0	- - -	- - -	5 5 6	- - -	471 9 [illegible]
20. Tinker's Gate	1 3 4	7 14 11	- - -	*e* 80 0 0	1 6 8	- - -	95 5 11
21. Upton-upon-Severn	2 9 3	- - -	5 0 0	- - -	46 1 2	- - -	557 12 [illegible]
22. Welch Gate	2 13 0	65 17 1	- - -	*m* 304 0 0	21 14 6	- - -	845 14 [illegible]
23. Worcester: Barbourne Roads	0 13 10	- - -	- - -	- - -	15 4 9	- - -	316 9 [illegible]
24. Ditto, Bransford Roads	0 12 6	- - -	- - -	- - -	63 0 10	- - -	1,470 14 [illegible]
25. Ditto, Broadwas Roads	1 1 3	- - -	158 10 0	- - -	16 9 1	- - -	1,182 0 7
26. Ditto, Henwick and Martley Roads	2 6 0	- - -	- - -	- - -	35 0 1	- - -	1,527 7 [illegible]
27. Ditto, London and Stonebow Roads	5 4 5	- - -	87 9 3	- - -	48 8 1	- - -	1,077 10 [illegible]
28. Ditto, Lowesmoor Roads	2 4 10	95 2 9	- - -	- - -	12 6 0	- - -	416 13 [illegible]
29. Ditto, Powick Roads	6 2 11	- - -	- - -	- - -	122 0 6	- - -	1,737 17 [illegible]
30. Ditto, Upton Roads	0 5 6	- - -	91 16 3	- - -	29 5 1	- - -	606 11 [illegible]
£	323 12 6	1,194 8 4	3,165 11 5	2,484 19 1	2,853 15 2	- - -	35,259 1 2
COUNTY OF YORK.							
1. Balby to Worksop	29 6 6	94 0 2	- - -	*n* 165 4 0	*o* 42 4 2	- - -	714 7 [illegible]
2. Barnsdale and Leeds, and Branch	- - -	302 0 1	- - -	*p* 881 0 0	12 16 0	- - -	1,288 19 6
3. Barnsley and Grange Moor	- - -	72 6 0	- - -	- - -	- - -	- - -	132 5 6
4. Barnsley and Pontefract	5 3 4	98 15 5	- - -	- - -	12 7 6	- - -	269 9 6
5. Barnsley and Shepley Lane Head	- - -	87 1 6	- - -	- - -	16 5 0	- - -	134 15 2
6. Bawtry and Selby	- - -	110 7 6	- - -	*r* 310 0 0	9 16 2	- - -	602 3 2
7. Bawtry and Tinsley	- - -	158 16 3	- - -	258 17 0	25 3 3	- - -	839 9 7
8. Beverley, Hessle, and North Cave	36 3 6	55 18 6	- - -	- - -	17 5 7	84 18 0	643 17 5
9. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united)	5 0 0	55 3 5	24 9 0	100 0 0	36 6 8	- - -	2,043 16 10
10. Birstal and Huddersfield	80 18 1	- - -	0 8 0	- - -	99 2 6	- - -	1,746 18 10
11. Boroughbridge to Catterick and Piersebridge	- - -	17 18 3	- - -	50 0 0	12 15 9	- - -	638 15 0

a Interest reduced and arrears extinguished by new Local Act. *b* Reduced by new Local Act. *c* Extinguished by new Local Act.
g Including 144*l.* 9*s.* 3*d.* loss by failure of late treasurers. *h* Accepted in discharge of 86*l.* 5*s.* 6*d.* arrears.
l For debts of 510*l.* *m* For debts of 400*l.* *n* For debts of 236*l.* *o* Including 20*l.* to Tinsley and Doncaster Road.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,750 0 0	a 2	- - -	a - - -	- - -	2,750 0 0	- - -	- - -	- - -	- - -	10 8 6	10 8 6
4,255 0 0	b 2	- - -	c - - -	162 9 0	4,417 9 0	—	—	—	—	—	—
675 0 0	5	- - -	- - - -	- - -	675 0 0	- - -	- - -	- - -	- - -	193 18 9	193 18 9
1,193 16 7	5	- - -	- - - -	- - -	1,193 16 7	- - -	- - -	- - -	- - -	5 1 1	5 1 1
487 10 0	5	- - -	- - - -	- - -	487 10 0	- - -	- - -	- - -	- - -	117 9 7	117 9 7
571 0 0	4	- - -	- - - -	- - -	571 0 0	- - -	- - -	- - -	- - -	247 17 2	247 17 2
- - -	- -	87 18 4	- - - -	47 15 7	135 13 11	—	—	—	—	—	—
1,250 0 0	3	- - -	- - - -	- - -	1,250 0 0	- - -	- - -	- - -	- - -	165 12 1	165 12 1
1,750 0 0	1	- - -	- - - -	- - -	1,750 0 0	- - -	- - -	- - -	- - -	5 12 1	5 12 1
61,272 16 4	- -	732 8 6	587 14 0	289 3 1	62,882 1 11	332 5 1	- -	- -	116 3 4	4,878 0 3	5,326 8 8
392 0 0	4	- - -	7 16 9	- - -	399 16 9	- - -	- -	24 0 0	- - -	135 12 6	159 12 6
4,975 0 0	4	10 10 0	319 1 0	- - -	5,304 11 0	82 18 4	- - -	- - -	- - -	752 7 1	835 5 5
971 7 11	3 & 3½	42 6 7	- - -	- - -	1,013 14 6	- - -	- - -	- - -	- - -	76 10 8	76 10 8
845 0 0	3	- - -	8 5 3	- - -	853 5 3	20 18 4	- - -	- - -	- - -	123 15 3	144 13 7
3,850 0 0	3¾	- - -	39 12 0	- - -	3,389 12 0	103 10 0	- - -	- - -	- - -	57 13 3	161 3 3
1,890 0 0	3	797 19 4	2,020 0 0	- - -	4,207 19 4	- - -	- - -	- - -	- - -	775 1 8	775 1 8
2,425 18 0	2	440 5 9	48 10 5	- - -	2,914 14 2	- - -	- - -	- - -	- - -	295 17 8	295 17 8
1,875 0 0	k 4	- - -	- - -	- - -	1,875 0 0	- - -	- - -	- - -	- - -	55 19 8	55 19 8
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	90 3 8	90 3 8
- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	121 9 3	121 9 3
300 0 0	5	- - -	- - -	- - -	300 0 0	30 10 0	- - -	- - -	- - -	4 2 3	34 12 3
2,080 0 0	3	- - -	103 16 0	36 3 1	2,219 19 1	62 2 1	- - -	35 18 0	25 10 0	- - -	123 10 1
1,817 3 6	None	- - -	- - -	- - -	1,817 3 6	18 16 10	- - -	- - -	- - -	85 9 1	104 5 11
100 0 0	5	- - -	- - -	- - -	100 0 0	- - -	- - -	- - -	- - -	85 2 2	85 2 2
1,100 0 0	4	127 10 3	- - -	- - -	1,227 10 3	- - -	- - -	10 17 6	- - -	617 6 0	628 3 6
300 0 0	4	- - -	- - -	58 11 3	358 11 3	—	—	—	—	—	—
2,429 0 0	5	- - -	30 12 6	- - -	2,459 12 6	- - -	- - -	- - -	- - -	1,573 0 1	1,573 0 1
256 0 4	5	- - -	4 18 4	- - -	260 18 8	- - -	- - -	- - -	- - -	458 18 6	458 18 6
200 0 0	4	- - -	- - -	- - -	200 0 0	- - -	- - -	4 0 0	- - -	173 0 9	177 0 9
200 0 0	3	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	134 6 3	134 6 3
350 0 0	4	17 10 7	30 1 3	- - -	397 11 10	- - -	- - -	- - -	- - -	304 8 1	304 8 1
1,316 13 4	3½	- - -	74 14 9	- - -	1,391 8 1	55 1 8	- - -	- - -	- - -	269 14 9	324 16 5
- - -	- -	0 4 0	- - -	- - -	0 4 0	- - -	- - -	- - -	- - -	268 15 9	268 15 9
- - -	- -	6 7 8	- - -	19 1 10	25 9 6	- - -	- - -	7 10 0	- - -	- - -	7 10 0
- - -	- -	5 15 3	- - -	65 1 10	70 17 1	—	—	—	—	—	—
- - -	- -	11 2 0	- - -	81 5 8	92 7 8	- - -	- - -	3 0 0	- - -	- - -	3 0 0
- - -	- -	0 10 4	- - -	- - -	0 10 4	- - -	- - -	- - -	- - -	342 6 6	342 6 6
2,150 0 0	4½	0 4 1	- - -	- - -	2,150 4 1	- - -	- - -	- - -	- - -	55 10 5	55 10 5
- - -	- -	7 10 10	- - -	- - -	7 10 10	- - -	- - -	- - -	- - -	335 9 11	335 9 11
- - -	- -	0 5 6	- - -	- - -	0 5 6	- - -	- - -	- - -	- - -	28 9 9	28 9 9
28,823 3 1	- -	1,468 2 2	2,687 8 3	260 3 8	33,238 17 2	373 17 3	- -	85 5 6	25 10 0	7,220 10 11	7,705 3 8
3,179 0 0	3	- - -	135 8 0	- - -	3,314 8 0	- - -	- - -	- - -	- - -	260 4 2	260 4 2
8,785 3 1	3¼	- - -	- - -	- - -	8,785 3 1	- - -	- - -	- - -	- - -	653 7 9	653 7 9
3,700 0 0	2½	- - -	51 0 11	- - -	3,751 0 11	- - -	- - -	- - -	- - -	674 0 9	674 0 9
2,018 5 6	5	59 16 9	100 18 3	- - -	2,179 0 6	- - -	- - -	- - -	- - -	815 13 6	815 13 6
q 5,466 9 0	1d.	154 17 5	- - -	- - -	5,621 6 5	- - -	- - -	- - -	- - -	318 5 5	318 5 5
4,581 16 0	2½	- - -	110 7 11	- - -	4,692 3 11	- - -	- - -	- - -	- - -	445 14 11	445 14 11
3,153 14 0	4¾	48 6 4	- - -	- - -	3,202 0 4	- - -	- - -	- - -	- - -	163 16 1	163 16 1
2,275 0 0	2½	- - -	- - -	4 8 1	2,279 8 1	—	—	—	—	—	—
1,800 0 0	3	- - -	- - -	- - -	1,800 0 0	- - -	- - -	- - -	- - -	17 1 1	17 1 1
- - -	- -	- - -	- - -	462 14 1	462 14 1	—	—	—	—	—	—
800 0 0	3½	- - -	12 0 11	27 3 1	839 4 0	- - -	- - -	7 18 4	- - -	- - -	7 18 4

d For debts of 77*l.* e For debts of 100*l.* f Including 94*l.* 10*s.* 7*d.* loss through failure of late treasurers.
i Including 1,078*l.* 2*s.* 10*d.* for lighting and watering. j Including 371*l.* 11*s.* 10*d.* for lighting and watering. k Reduced by consent.
p For debts of 914*l.* 10*s.* 5*d.* q No interest payable on 3,311*l.* 16*s.* 11*d.* r For debts of 525*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amoun of Mone borrowed the Secur of the To
COUNTY OF YORK—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
12. Boroughbridge and Durham (part)	288 12 2	- - -	751 13 4	- - -	- - -	0 4 0	0 10 6	- -
13. Bradford and Huddersfield	2,859 11 2	- - -	1,850 0 0	- - -	- - -	- -	116 1 5	- -
14. Bradford and Wakefield	40 16 11	- - -	2,000 0 0	- - -	- - -	- -	13 6 6	- -
15. Brampton and Hooton Roberts	731 12 4	- - -	430 0 0	- - -	- - -	- -	127 13 6	- -
16. Brough	150 2 9	- - -	290 5 6	- - -	- - -	- -	- - -	- -
17. Collingham and York	18 19 1	- - -	240 0 0	- - -	- - -	- -	1 2 6	- -
18. Colne and Broughton	224 5 4	- - -	238 2 3	- - -	- - -	- -	6 16 7	- -
19. Dewsbury and Ealand	97 1 7	- - -	1,660 0 0	- - -	- - -	- -	5 15 0	- -
20. Dewsbury and Leeds	127 9 9	- - -	1,105 0 0	- - -	- - -	- -	5 8 11	- -
21. Doncaster to Bawtry	282 3 9	- - -	341 5 0	- - -	- - -	- -	- - -	- -
22. Doncaster and Salter's Brook	729 15 3	- - -	825 0 0	- - -	- - -	- -	22 15 3	- -
23. Doncaster and Selby	- - -	- - -	350 0 0	- - -	- - -	- -	- - -	- -
24. Doncaster and Tadcaster	489 9 5	- - -	789 3 0	428 1 6	- - -	0 2 6	35 5 4	- -
25. Doncaster and Thorne	274 19 2	- - -	535 6 8	- - -	- - -	- -	0 13 0	- -
26. Dudley Hill, Killinghall, and Harrogate	5 5 3	- - -	1,207 1 8	- - -	- - -	- -	10 2 11	- -
27. Dunford District	181 12 10	- - -	199 11 8	- - -	- - -	- -	39 18 1	- -
28. Elland and Brighouse	609 12 9	- - -	660 16 8	- - -	- - -	- -	- - -	- -
29. Elland and Saddleworth	378 19 1	- - -	318 2 0	- - -	- - -	- -	13 14 0	- -
30. Ferrybridge and Boroughbridge	- - -	3 12 10	585 0 0	345 5 9	- - -	- -	68 0 0	- -
31. Gisburne and Long Preston	412 15 5	- - -	630 0 0	- - -	- - -	0 5 7	11 12 11	- -
32. Godley Lane	615 6 0	- - -	748 0 0	- - -	- - -	- -	*h* 85 12 3	- -
33. Gomersal and Dewsbury	712 7 3	- - -	1,612 0 0	- - -	- - -	- -	27 19 0	- -
34. Greenfield and Shepley Lane Head	258 19 5	- - -	461 13 4	- - -	- - -	- -	4 14 10	- -
Halifax and Sheffield:—								
35. Halifax to Huddersfield	174 4 1	- - -	1,758 6 8	- - -	- - -	- -	24 11 9	- -
36. Huddersfield to Penistone	108 3 1	- - -	1,002 0 0	- - -	- - -	- -	7 7 11	- -
37. Third District	691 12 8	- - -	788 0 0	- - -	- - -	0 5 0	26 15 1	- -
38. Harrogate and Boroughbridge	434 6 9	- - -	480 0 0	40 0 0	- - -	0 5 0	4 15 4	- -
39. Harrogate and Hewick, and Ripon and Pateley Bridge (united)	- - -	162 8 7	1,345 12 1	- - -	- - -	- -	1 6 0	- -
40. Hedon and Hull	194 2 4	- - -	551 0 9	240 7 0	96 12 8	- -	1 14 0	- -
41. Hedon and Pattrington	30 3 7	- - -	437 0 0	178 13 0	- - -	- -	5 4 4	- -
42. Holme Lane End and Heckmondwike	259 2 9	- - -	664 0 0	- - -	- - -	- -	4 9 3	- -
43. Holmfirth District	95 5 8	- - -	115 16 8	- - -	- - -	- -	6 3 11	- -
44. Huddersfield and New Hey	682 13 0	- - -	1,057 0 0	- - -	- - -	- -	19 14 5	- -
45. Huddersfield and Woodhead	251 11 7	- - -	2,240 0 0	53 11 2	- - -	- -	36 1 4	- -
46. Hull and Beverley	- - -	664 18 3	1,142 0 0	- - -	- - -	- -	- - -	- -
47. Hull and Hedon New	144 5 0	- - -	450 0 0	- - -	- - -	- -	- - -	- -
48. Hull, Hessle, and Ferriby	220 12 0	- - -	443 0 0	183 10 0	- - -	- -	- - -	- -
49. Hull and Kirk Ella	562 18 8	- - -	456 0 0	- - -	- - -	- -	- - -	- -
50. Keighley and Bradford	396 2 10	- - -	1,975 0 0	- - -	- - -	- -	16 12 6	- -
51. Keighley and Halifax	1,097 0 5	- - -	1,971 0 0	- - -	- - -	1 0 0	55 7 7	- -
52. Keighley and Kendal, Yorkshire District	926 15 11	- - -	1,352 8 8	- - -	- - -	0 2 6	65 11 0	- -
53. Kirkstall, Otley, and Shipley	243 16 10	- - -	2,585 0 0	- - -	- - -	- -	101 18 0	- -
54. Knaresbrough and Greenhammerton	99 9 8	- - -	124 0 0	- - -	- - -	0 10 6	- - -	- -
55. Knaresbrough and Pateley Bridge	77 18 5	- - -	233 0 0	- - -	- - -	- -	- - -	- -
56. Leeds and Birstal	502 18 9	- - -	923 11 3	- - -	- - -	- -	6 14 0	- -
57. Leeds and Collingham	263 5 1	- - -	450 0 0	- - -	- - -	1 16 9	10 13 1	- -
58. Leeds and Elland	310 8 9	- - -	2,760 0 0	- - -	- - -	- -	2 6 7	- -
59. Leeds and Harrogate	- - -	520 19 6	2,498 11 5	- - -	- - -	- -	1 6 8	- -
60. Leeds and Homefield Lane End	385 11 9	- - -	1,165 0 0	- - -	- - -	- -	3 7 2	- -
61. Leeds and Otley	734 19 8	- - -	3,200 18 3	- - -	- - -	- -	5 4 8	- -
62. Leeds and Roundhay *p*	332 0 10	- - -	605 7 4	- - -	- - -	1 6 0	*q* 510 0 1	- -
63. Leeds and Wakefield	869 2 3	- - -	1,350 16 5	- - -	- - -	- -	26 1 9	- -
64. Leeds and Whitehall	443 0 6	- - -	4,004 3 4	- - -	- - -	0 2 5	34 19 4	- -
65. Leeds, Woodhouse Carr, and Meanwoodside *p*	- - -	18 7 10	510 1 6	- - -	- - -	- -	*i* 3,136 3 2	- -
66. Lees and Hebden Bridge	166 5 5	- - -	249 13 4	- - -	- - -	- -	- - -	- -
67. Lockwood and Meltham	662 10 3	- - -	1,145 0 0	137 14 8	- - -	- -	21 6 6	- -
68. Malton and Pickering	257 19 5	- - -	334 3 4	- - -	- - -	- -	- - -	- -
69. Middleton-Tyas Lane End to Greta Bridge and Bowes	30 8 9	- - -	165 0 0	20 5 0	- - -	- -	12 6 6	- -
70. Mytholmroyd and Blackstone Edge	49 18 7	- - -	240 16 8	- - -	100 0 0	- -	- - -	- -
71. New Mill District	666 17 3	- - -	603 13 4	- - -	- - -	- -	37 5 4	- -
72. Otley and Skipton	190 4 6	- - -	875 0 0	- - -	- - -	0 3 0	- - -	- -
73. Red House and Crofton	282 10 8	- - -	630 1 7	- - -	- - -	- -	5 12 3	- -
74. Reeth and Tanhill	18 6 6	- - -	113 18 4	- - -	- - -	- -	- - -	- -
Richmond and Lancaster:—								
75. Eastern District	40 17 10	- - -	306 0 0	- - -	- - -	0 6 0	- - -	- -
76. Western District	536 3 1	- - -	304 13 4	- - -	- - -	- -	21 2 2	- -
77. Richmond to Lucy Cross, and Gilling to Gatherley Moor	59 6 6	- - -	151 12 0	- - -	- - -	- -	- - -	- -
78. Richmond and Reeth	- - -	31 8 11	583 15 0	4 10 0	- - -	- -	1 15 4	- -

a Allowed to townships. *b* Including team labour. *c* Including materials, &c. *d* To receiver for mortgagee.
i Paid to township. *j* Contract work. *k* Paid to townships. *l* The roads are repaired by the lessee of the tolls.
p Trust abolished 1st January 1867 under the "Leeds Improvement Act, 1866." *q* Including 508*l.* 2*s.* 1*d.* from Leeds Corporation.

10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
752 7 10	272 9 6	113 2 10	159 19 11	- - -	2 0 0	49 9 9	- - -	50 0 0	100 0 0
,966 1 5	a 527 12 6	- - -	- - -	- - -	- - -	21 4 11	- - -	30 0 0	21 0 0
,013 6 6	563 13 7	571 19 8	476 9 7	- - -	- - -	57 6 1	- - -	30 0 0	182 12 2
557 13 6	10 0 0	- - -	- - -	- - -	- - -	- - -	1 0 11	25 0 0	- - -
290 5 6	- - -	- - -	- - -	- - -	- - -	9 14 2	- - -	3 3 0	- - -
241 2 6	125 5 1	- - -	b 36 9 0	- - -	- - -	9 13 7	- - -	20 0 0	25 0 0
244 18 10	c 24 1 4	- - -	- - -	- - -	- - -	0 16 10	- - -	10 0 0	7 0 0
,665 15 0	721 1 8	644 7 1	184 6 10	- - -	- - -	25 9 5	5 0 0	20 0 0	52 0 0
,110 8 11	- - -	- - -	- - -	- - -	- - -	2 1 0	- - -	d 18 15 0	- - -
341 5 0	e 176 9 1	50 10 1	99 0 6	- - -	- - -	47 11 0	- - -	35 0 0	30 0 0
847 15 3	f 532 0 4	- - -	- - -	- - -	- - -	64 2 2	- - -	50 0 0	17 10 0
350 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
,252 12 4	376 2 0	114 3 5	274 14 6	- - -	- - -	39 9 0	- - -	20 0 0	100 0 0
535 19 8	151 19 3	141 18 5	100 0 6	- - -	- - -	6 4 7	- - -	51 6 4	30 0 0
,217 4 7	- - -	- - -	162 0 0	- - -	- - -	83 18 2	- - -	- - -	21 0 0
239 9 9	60 7 4	30 3 9	- - -	- - -	- - -	1 14 0	- - -	10 0 0	5 0 0
660 16 8	6 3 11	- - -	- - -	- - -	- - -	18 19 11	- - -	20 0 0	15 0 0
331 16 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	12 0 0	- - -
998 5 9	408 14 11	187 5 9	83 6 4	- - -	2 0 6	35 14 9	- - -	20 0 0	70 0 0
641 18 6	- - -	- - -	- - -	- - -	- - -	6 16 3	g 5 0 0	10 0 0	15 0 0
833 12 3	i 216 13 4	- - -	- - -	- - -	- - -	12 4 4	5 5 0	20 0 0	- - -
,639 19 0	j 338 6 7	- - -	- - -	- - -	- - -	11 13 5	- - -	15 0 0	15 0 0
466 8 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
,782 18 5	43 2 0	- - -	- - -	- - -	- - -	16 7 2	- - -	20 0 0	25 0 0
,009 7 11	- - -	- - -	k 257 6 0	83 14 0	- - -	38 19 1	- - -	15 15 0	35 0 0
815 0 1	l - -	- - -	- - -	- - -	- - -	20 1 0	1 10 6	50 0 0	25 0 0
525 0 4	214 19 4	108 17 5	82 6 0	- - -	- - -	21 16 11	10 0 0	8 0 0	35 0 0
,346 18 1	744 1 3	203 8 7	71 9 6	- - -	3 0 0	126 0 5	- - -	35 0 0	120 0 0
889 14 5	244 8 8	30 13 10	533 11 6	- - -	- - -	11 11 8	- - -	10 0 0	20 0 0
620 17 4	64 11 6	75 10 11	119 18 0	- - -	- - -	15 18 9	- - -	10 0 0	40 0 0
668 9 3	105 17 7	91 17 11	72 10 6	- - -	- - -	27 12 6	- - -	20 0 0	15 0 0
122 0 7	- - -	- - -	- - -	- - -	- - -	7 3 6	- - -	10 0 0	5 0 0
1,076 14 5	- - -	- - -	- - -	- - -	- - -	53 18 1	- - -	21 0 0	20 0 0
2,329 12 6	829 6 6	779 7 3	403 17 5	- - -	1 12 7	59 10 6	- - -	20 0 0	77 10 0
1,142 0 0	277 18 9	99 9 11	430 19 4	- - -	- - -	52 9 0	- - -	10 0 0	m 30 0 0
450 0 0	77 15 4	- - -	- - -	- - -	- - -	3 4 9	- - -	10 0 0	20 0 0
626 10 0	95 6 2	23 8 10	137 1 10	- - -	- - -	3 12 0	- - -	10 0 0	15 0 0
456 0 0	90 12 4	10 7 6	27 13 6	- - -	- - -	3 14 0	- - -	10 0 0	30 0 0
1,991 12 6	562 17 4	183 6 7	516 7 10	- - -	- - -	47 2 7	- - -	10 10 0	99 19 8
2,027 7 7	n 362 12 7	200 8 7	295 8 8	- - -	11 0 0	8 2 10	- - -	10 10 0	60 0 0
1,418 2 2	5 9 8	4 8 0	19 6 1	- - -	- - -	15 12 3	4 0 0	16 0 0	16 0 0
2,686 18 0	- - -	- - -	412 0 0	- - -	- - -	57 13 10	- - -	- - -	21 0 0
124 10 6	- - -	- - -	- - -	- - -	- - -	0 15 2	- - -	8 0 0	15 0 0
233 0 0	o 42 5 0	- - -	- - -	- - -	- - -	1 4 5	- - -	10 10 0	25 0 0
930 5 3	k 305 0 0	- - -	- - -	- - -	- - -	20 7 10	- - -	30 0 0	15 0 0
462 9 10	110 18 4	66 8 3	23 10 6	- - -	3 5 0	24 13 7	- - -	21 0 0	25 0 0
2,762 6 7	j 2,000 0 0	- - -	- - -	- - -	- - -	20 16 8	- - -	30 0 0	25 0 0
2,499 18 1	1,220 6 1	456 14 0	372 8 11	- - -	1 0 0	133 15 8	- - -	30 0 0	80 0 0
1,168 7 2	k 300 0 0	- - -	- - -	- - -	- - -	20 5 8	- - -	20 0 0	5 0 0
3,206 2 11	694 10 0	431 5 10	450 0 7	- - -	- - -	172 10 6	- - -	30 0 0	100 0 0
1,116 13 5	245 15 5	146 1 2	358 6 5	- - -	- - -	35 5 7	- - -	r 75 0 0	s 35 0 0
1,376 18 2	481 18 0	190 12 6	430 18 2	- - -	- - -	94 3 9	- - -	40 0 0	100 0 0
4,039 5 1	o 798 13 5	- - -	- - -	- - -	- - -	95 15 7	- - -	30 0 0	35 0 0
3,646 4 8	103 6 9	108 1 6	152 16 9	- - -	- - -	10 2 4	- - -	r 75 0 0	s 35 0 0
249 13 4	- - -	- - -	- - -	- - -	- - -	7 6 6	5 0 0	7 10 0	2 2 0
1,304 1 2	230 9 10	245 12 3	122 13 7	- - -	- - -	114 7 7	- - -	25 0 0	25 0 0
334 3 4	u 315 7 6	- - -	- - -	- - -	- - -	8 7 3	- - -	12 12 0	- - -
197 11 6	66 17 11	20 9 3	1 2 8	- - -	- - -	2 19 11	15 0 0	- - -	36 8 0
340 16 8	- - -	- - -	- - -	- - -	- - -	11 15 0	5 0 0	5 0 0	5 0 0
640 18 8	- - -	- - -	- - -	- - -	- - -	9 5 9	- - -	15 15 0	- - -
875 3 0	o 115 1 1	- - -	- - -	- - -	- - -	12 14 1	10 10 0	21 0 0	10 10 0
635 13 10	102 3 10	103 7 4	88 1 11	- - -	- - -	7 16 5	- - -	20 0 0	50 0 0
113 18 4	32 5 8	20 0 0	- - -	- - -	- - -	2 18 10	4 0 0	6 0 0	18 0 0
306 6 0	k 94 0 2	- - -	- - -	- - -	- - -	12 14 0	5 0 0	15 0 0	- - -
325 15 6	- - -	- - -	- - -	- - -	- - -	2 12 4	7 10 0	15 0 0	- - -
151 12 0	55 15 0	- - -	b 19 5 8	- - -	- - -	2 6 11	3 15 9	7 0 0	31 4 0
590 0 4	j 356 7 0	- - -	- - -	- - -	- - -	48 10 7	5 0 0	10 0 0	- - -

(Continued on page 80.)

Including contract work. f Allowance towards repairs. g To accountant. h Including 66*l.* 13*s.* 4*d.* from Wakefield and Halifax Road.
m For ½ year. n Including 200*l.* to Corporation of Halifax. o Allowance to townships.
r For 3 years. s Including 10*l.* in lieu of notice. t Amount received from Leeds Corporation. u Allowed for repairs of road.

(Continued from page 79.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF YORK—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
12. Boroughbridge and Durham (part)	- - -	- - -	- - -	- - -	27 4 0	- - -	774 6
13. Bradford and Huddersfield	- - -	826 6 6	- - -	- - -	17 15 6	- - -	1,443 19
14. Bradford and Wakefield	- - -	60 0 0	- - -	- - -	31 18 8	- - -	1,973 19
15. Brampton and Hooton Roberts	13 1 8	204 7 0	110 2 7	- - -	13 11 0	- - -	377 8
16. Brough	15 9 1	48 18 0	- - -	*a* 185 0 0	- - -	- - -	262 4
17. Collingham and York	- - -	- - -	- - -	- - -	- - -	- - -	216 7
18. Colne and Broughton	- - -	41 0 0	- - -	*b* 70 0 0	8 9 6	- - -	161 7
19. Dewsbury and Ealand	- - -	8 8 9	- - -	- - -	6 19 6	- - -	1,667 13
20. Dewsbury and Leeds	- - -	93 6 9	- - -	1,067 5 1	1 17 0	- - -	1,183 4
21. Doncaster to Bawtry	49 19 8	- - -	- - -	- - -	25 9 7	- - -	513 19
22. Doncaster and Salter's Brook	- - -	142 2 9	- - -	- - -	5 5 0	- - -	811 0
23. Doncaster and Selby	2 2 0	- - -	- - -	347 18 0	- - -	- - -	350 0
24. Doncaster and Tadcaster	- - -	253 7 6	- - -	*d* 100 0 0	16 14 10	- - -	1,294 11
25. Doncaster and Thorne	- - -	51 6 0	- - -	*e* 148 10 0	14 14 7	- - -	695 19
26. Dudley Hill, Killinghall, and Harrogate	18 7 2	168 10 6	- - -	700 0 0	10 14 8	- - -	1,164 10
27. Dunford District	- - -	35 16 3	- - -	*g* 136 0 0	3 11 0	- - -	282 12
28. Elland and Brighouse	- - -	729 5 8	- - -	- - -	28 15 0	- - -	818 4
29. Elland and Saddleworth	- - -	261 14 4	- - -	- - -	30 14 5	- - -	304 8
30. Ferrybridge and Boroughbridge	14 18 0	130 18 2	- - -	- - -	4 1 6	- - -	956 19
31. Gisburne and Long Preston	35 15 8	107 18 0	- - -	400 0 0	5 2 6	- - -	585 12
32. Godley Lane	- - -	191 2 2	- - -	*j* 835 8 8	3 5 0	- - -	1,283 18
33. Gomersal and Dewsbury	16 3 2	53 7 6	- - -	1,100 0 0	- - -	- - -	1,549 10
34. Greenfield and Shepley Lane Head	7 13 5	- - -	- - -	*k* 310 9 4	21 0 9	- - -	359 3
Halifax and Sheffield:—							
35. Halifax to Huddersfield	25 6 0	66 14 2	- - -	1,270 10 0	30 14 1	- - -	1,497 13
36. Huddersfield to Penistone	- - -	20 7 1	406 2 1	51 0 0	31 3 4	- - -	939 6
37. Third District	20 4 9	47 11 9	- - -	- - -	22 15 4	- - -	187 3
38. Harrogate and Boroughbridge	2 11 9	26 17 6	- - -	- - -	6 3 0	- - -	516 11
39. Harrogate and Hewick, and Ripon and Pateley Bridge (united)	25 0 9	31 9 8	- - -	- - -	30 11 1	- - -	1,390 1
40. Hedon and Hull	18 18 10	51 14 10	- - -	*m* 387 9 4	9 1 6	96 12 8	1,414 2
41. Hedon and Pattrington	9 16 0	38 7 0	- - -	- - -	10 8 9	- - -	384 10
42. Holme Lane End and Heckmondwike	11 1 8	86 17 8	- - -	*n* 196 0 0	- - -	- - -	626 17
43. Holmfirth District	- - -	25 3 3	- - -	*o* 70 0 0	4 0 0	- - -	121 6
44. Huddersfield and New Hey	- - -	206 3 2	- - -	*q* 1,051 13 9	8 11 6	- - -	1,361 6
45. Huddersfield and Woodhead	64 6 11	76 9 0	1 3 1	*r* 350 0 0	89 17 2	- - -	2,753 0
46. Hull and Beverley	12 6 4	13 17 10	- - -	- - -	46 14 0	- - -	973 15
47. Hull and Hedon New	- - -	187 14 4	- - -	- - -	7 13 10	- - -	306 8
48. Hull, Hessle, and Ferriby	11 6 10	44 5 0	- - -	*n* 197 0 0	4 4 1	- - -	541 4
49. Hull and Kirk Ella	8 2 11	78 7 3	- - -	- - -	3 13 10	- - -	262 11
50. Keighley and Bradford	14 2 11	15 0 8	- - -	525 0 0	43 3 5	- - -	2,017 11
51. Keighley and Halifax	53 10 5	90 17 8	- - -	1,599 12 4	2 13 11	- - -	2,694 17
52. Keighley and Kendal, Yorkshire District	12 17 2	364 18 0	- - -	*s* 950 0 0	25 5 3	- - -	1,433 16
53. Kirkstall, Otley, and Shipley	19 14 4	213 2 9	- - -	2,200 0 0	20 8 3	- - -	2,943 19
54. Knaresbrough and Greenhammerton	- - -	- - -	- - -	95 0 0	2 0 10	- - -	120 16
55. Knaresbrough and Pateley Bridge	- - -	93 3 5	- - -	- - -	0 17 2	- - -	173 0
56. Leeds and Birstal	14 6 2	78 7 7	- - -	500 0 0	- - -	- - -	963 1
57. Leeds and Collingham	6 11 10	35 8 0	- - -	- - -	3 18 8	- - -	320 14
58. Leeds and Elland	20 1 8	163 2 7	- - -	*m* 380 0 0	- - -	- - -	2,639 0
59. Leeds and Harrogate	29 11 8	45 7 0	- - -	- - -	68 10 3	- - -	2,437 13
60. Leeds and Homefield Lane End	14 6 8	830 16 9	- - -	- - -	- - -	- - -	1,190 9
61. Leeds and Otley	11 7 9	333 6 8	- - -	*v* 947 5 0	- - -	- - -	3,170 6
62. Leeds and Roundhay	81 16 3	24 0 7	- - -	400 0 0	47 8 10	- - -	1,448 14
63. Leeds and Wakefield	- - -	- - -	- - -	- - -	16 0 3	- - -	1,353 12
64. Leeds and Whitehall	126 7 2	242 5 5	- - -	*x* 2,144 5 4	20 5 6	- - -	3,492 12
65. Leeds, Woodhouse Carr, and Meanwoodside	94 5 7	125 16 10	- - -	*z* 2,888 13 10	34 13 3	- - -	3,627 16
66. Lees and Hebden Bridge	- - -	71 5 2	- - -	*aa* 148 3 0	19 0 0	- - -	260 6
67. Lockwood and Meltham	45 18 11	28 2 5	- - -	*bb* 558 17 6	90 10 2	- - -	1,486 12
68. Malton and Pickering	3 10 2	- - -	- - -	- - -	5 11 0	- - -	345 7
69. Middleton-Tyas Lane End to Greta Bridge and Bowes	6 8 6	17 8 11	- - -	- - -	8 10 1	- - -	175 5
70. Mytholmroyd and Blackstone Edge	100 0 0	- - -	- - -	- - -	3 15 0	100 0 0	230 10
71. New Mill District	- - -	12 10 0	1 10 0	*dd* 1,087 10 0	9 17 4	- - -	1,136 8
72. Otley and Skipton	24 3 1	93 12 0	- - -	400 0 0	3 6 3	- - -	690 16
73. Red House and Crofton	- - -	81 15 3	- - -	*b* 74 19 6	4 12 7	- - -	532 16
74. Reeth and Tanhill	- - -	3 12 0	- - -	- - -	7 18 6	- - -	94 15
Richmond and Lancaster:—							
75. Eastern District	- - -	8 0 9	- - -	*ee* 37 15 0	1 18 2	- - -	174 8
76. Western District	- - -	8 8 10	- - -	582 6 9	5 14 3	- - -	621 12
77. Richmond to Lucy Cross, and Gilling to Gatherley Moor	- - -	26 0 0	- - -	- - -	4 7 7	- - -	149 14 11
78. Richmond and Reeth	11 4 2	81 0 0	- - -	- - -	14 15 10	- - -	526 17 7

a For debts of 250*l.* *b* For debts of 100*l.* *c* Including 9,279*l.* 2*s.* 9*d.* *not* bearing interest. *d* For debts of 133*l.* 6*s.* 8*d.*
i Reduced by 679*l.* 2*s.* 5*d.* after investigation of the accounts, and including 3,723*l.* 17*s.* 7*d.* at 3 per cent. *j* For debts of 874*l.* 16*s.*
o For debts of 223*l.* *p* Including 3,944*l.* 18*s.* at one penny per cent. *q* For debts of 1,139*l.* *r* For debts of 391*l.* 4*s.*
v For debts of 1,000*l.* *w* Including 150*l.* at 4½ per cent. *x* For debts of 2,148*l.* 16*s.* 1*d.* *y* Including 26,632*l.* 5*s.* 4*d.* *not* bearing interest.
dd For debts of 1,125*l.* *ee* For debts of 40*l.* 17*s.* 8*d.*

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	266 14 0	266 14 0
16,688 15 10	5	13 13 4	1,421 11 3	- - -	18,124 0 5	- -	- -	- -	- -	3,381 13 2	3,381 13 2
1,500 0 0	4	- -	- - -	- - -	1,500 0 0	- -	- -	- -	- -	80 3 8	80 3 8
4,020 16 8	5	- -	- - -	- - -	4,020 16 8	- -	- -	- -	- -	912 2 8	912 2 8
1,630 0 0	3	- -	- - -	- - -	1,630 0 0	- -	- -	- -	- -	178 4 0	178 4 0
2,375 0 0	2	- -	374 7 10	- - -	2,749 7 10	- -	- -	- -	- -	43 13 11	43 13 11
2,050 0 0	2	- -	43 0 0	- - -	2,093 0 0	- -	- -	- -	- -	307 16 6	307 16 6
623 15 0	5	650 0 0	52 6 1	- - -	1,326 1 1	- -	- -	- -	- -	95 3 4	95 3 4
1,104 14 2	5	- -	17 7 1	- - -	1,122 1 3	- -	- -	- -	- -	54 13 10	54 13 10
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	109 8 10	109 8 10
1,435 3 10	5	- -	188 9 0	- - -	1,623 12 10	- -	- -	- -	- -	766 10 3	766 10 3
19,779 2 9	5	3,229 6 11	16,712 0 0	- - -	39,720 9 8	—	—	—	—	—	—
7,696 13 4	2¾	- -	208 13 8	- - -	7,905 7 0	63 14 0	188 8 10	25 0 0	15 6 8	447 10 6	740 0 0
1,620 0 0	3	- -	49 19 0	- - -	1,669 19 0	48 13 4	- -	- -	- -	114 19 2	163 12 6
3,100 0 0	5	- -	- - -	- - -	3,100 0 0	- -	- -	- -	- -	57 19 4	57 19 4
1,894 2 6	3	24 14 5	24 2 1	- - -	1,942 19 0	- -	- -	18 0 0	- -	138 10 3	156 10 3
10,797 12 1	5	- -	1,108 12 0	- - -	11,906 4 1	- -	- -	- -	- -	452 4 11	452 4 11
6,723 17 7	5	- -	7,635 18 6	- - -	14,359 16 1	- -	- -	- -	- -	406 6 4	406 6 4
2,550 0 0	5	- -	15 19 7	- - -	2,565 19 7	- -	- -	85 19 1	- -	37 13 0	123 12 1
3,114 1 8	3	- -	- - -	- - -	3,114 1 8	- -	- -	- -	- -	469 1 6	469 1 6
2,906 19 3	3	- -	24 5 8	- - -	2,931 4 11	- -	- -	- -	- -	164 19 9	164 19 9
1,200 0 0	3	- -	106 18 2	- - -	1,306 18 2	- -	- -	- -	- -	802 15 7	802 15 7
3,619 12 7	None	- -	- - -	- - -	3,619 12 7	- -	- -	- -	- -	366 4 1	366 4 1
937 0 0	3	- -	45 10 8	- - -	982 10 8	- -	- -	- -	- -	459 9 1	459 9 1
400 0 0	4	- -	- - -	- - -	400 0 0	83 10 0	- -	- -	- -	178 4 5	261 14 5
951 17 11	5	- -	- - -	- - -	951 17 11	- -	- -	- -	- -	1,319 9 5	1,319 9 5
500 0 0	5	- -	- - -	- - -	500 0 0	- -	- -	- -	- -	442 15 2	442 15 2
925 0 0	5	- -	44 3 9	205 11 9	1,174 15 6	81 8 4	- -	- -	- -	- - -	81 8 4
1,120 0 0	3	- -	- - -	330 6 1	1,450 6 1	- -	335 18 0	- -	- -	- - -	335 18 0
1,300 0 0	3	- -	- - -	- - -	1,300 0 0	- -	- -	- -	- -	266 10 0	266 10 0
1,900 0 0	4	106 14 8	76 0 0	- - -	2,082 14 8	- -	- -	- -	- -	300 14 2	300 14 2
5,059 18 0	2	172 0 6	13 1 11	- - -	5,245 0 5	- -	- -	0 9 0	- -	95 19 6	96 8 6
6,540 13 4	2¼	44 3 0	48 0 6	- - -	6,632 16 10	88 0 0	- -	- -	- -	398 0 11	486 0 11
3,090 12 3	3	- -	172 15 11	171 16 4	3,435 4 6	—	—	—	—	—	—
575 0 0	2½	30 0 0	- - -	496 13 5	1,101 13 5	—	—	—	—	—	—
0,912 16 3	1¾	- -	187 14 4	- - -	11,100 10 7	- -	- -	- -	- -	287 16 9	287 16 9
1,300 0 0	3	- -	- - -	- - -	1,300 0 0	155 2 7	- -	- -	- -	305 17 3	460 19 10
2,239 15 0	3½	- -	- - -	- - -	2,239 15 0	- -	95 16 0	- -	- -	756 7 4	852 3 4
100 0 0	5	15 0 0	10 14 7	- - -	125 14 7	164 11 8	- -	- -	- -	370 4 4	534 16 0
453 18 9	4	- -	- - -	- - -	453 18 9	- -	- -	- -	- -	429 11 0	429 11 0
8,753 5 8	1¾	- -	- - -	- - -	18,753 5 8	- -	- -	- -	- -	911 2 1	911 2 1
2,500 0 0	5	- -	- - -	13 4 4	2,513 4 4	—	—	—	—	—	—
1,105 0 0	None	- -	- - -	- - -	1,105 0 0	- -	- -	- -	- -	103 4 2	103 4 2
3,116 4 0	3	- -	- - -	- - -	3,116 4 0	- -	- -	- -	- -	137 18 5	137 18 5
3,185 0 0	3	- -	- - -	- - -	13,185 0 0	- -	- -	- -	- -	470 2 5	470 2 5
9,220 0 0	3	- -	- - -	- - -	9,220 0 0	- -	- -	- -	- -	405 0 9	405 0 9
4,000 0 0	4	- -	- - -	- - -	4,000 0 0	- -	- -	- -	- -	433 14 5	433 14 5
1,110 0 0	4½ & 5	- -	- - -	458 15 0	1,568 15 0	—	—	—	—	—	—
6,620 0 0	5	- -	- - -	- - -	16,620 0 0	- -	- -	- -	- -	363 9 10	363 9 10
6,000 0 0	5	- -	149 12 6	- - -	6,149 12 6	- -	- -	- -	- -	770 16 3	770 16 3
—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	11 5 3	- - -	- - -	11 5 3	179 11 1	- -	323 8 8	- -	892 7 9	1,395 7 6
33,501 6 4	3	- -	- - -	- - -	33,501 6 4	- -	- -	- -	- -	989 13 2	989 13 2
—	—	—	—	—	—	—	—	—	—	—	—
5,700 15 0	1¼	- -	- - -	- - -	5,700 15 0	- -	- -	- -	- -	155 12 1	155 12 1
1,947 14 2	2	- -	48 13 8	- - -	1,996 7 10	- -	- -	- -	- -	479 19 2	479 19 2
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	246 14 10	246 14 10
575 0 0	3	- -	- - -	- - -	575 0 0	- -	- -	- -	- -	52 15 0	52 15 0
6,480 0 0	1½	- -	- - -	- - -	6,480 0 0	- -	- -	- -	28 6 8	160 5 3	188 11 11
2,944 2 6	None	- -	- - -	- - -	2,944 2 6	- -	- -	- -	- -	171 7 10	171 7 10
2,695 13 8	3½	- -	- - -	- - -	2,695 13 8	- -	- -	- -	- -	374 11 0	374 11 0
2,875 14 3	3	- -	57 19 0	- - -	2,933 13 3	46 18 5	- -	- -	- -	385 7 8	432 6 1
60 0 0	3	- -	2 0 0	- - -	62 0 0	- -	- -	- -	- -	37 9 10	37 9 10
165 13 4	4	- -	- - -	- - -	165 13 4	- -	- -	- -	- -	172 15 9	172 15 9
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	- -	240 6 5	240 6 5
650 0 0	4	- -	- - -	- - -	650 0 0	- -	- -	- -	- -	61 3 7	61 3 7
0,270 0 0	5	2,921 3 8	11,245 0 0	- - -	24,436 3 8	- -	- -	- -	- -	31 13 10	31 13 10

For debts of 225*l.* *f* Misstated in previous returns. *g* For debts of 160*l.* *h* Including 1,094*l.* 2*s.* 6*d.* at one penny per cent.
For debts of 574*l.* 5*s.* 9*d.* *l* Reduced 39*l.* 9*s.* 8*d.* after investigation of the accounts. *m* For debts of 400*l.* *n* For debts of 200*l.*
s For debts of 2,111*l.* 1*s.* *t* Including 11,085*l.*, the interest on which is postponed. *u* Including 8,020*l.* at one penny per cent.
For debts of 4,994*l.* 4*s.* 5*d.* *aa* For debts of 517*l.* 14*s.* 5*d.* *bb* For debts of 616*l.* 13*s.* 4*d.* *cc* Including 2,830*l.* *not* bearing interest.

1.	2.	3.	INCOME.					
NAMES OF COUNTIES AND TRUSTS.	Balance in Treasurers' Hands on 1st Jan. 1866.	Balance due to the Treasurers on 1st Jan. 1866.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amoun Mone borrowe the Secu of the T
COUNTY OF YORK—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
79. Rochdale to Halifax and Elland	775 11 5	- - -	4,011 11 4	- - -	- - -	0 10 6	51 3 5	- -
80. Rotherham and Barnby Moor	447 3 2	- - -	650 0 0	- - -	- - -	- -	11 4 0	- -
81. Rotherham and Pleasley	205 16 1	- - -	335 0 0	- - -	- - -	- -	9 1 0	- -
82. Rotherham and Swinton	802 13 1	- - -	855 0 0	- - -	- - -	- -	15 10 0	- -
83. Rotherham and Wentworth	307 13 9	- - -	897 0 0	- - -	- - -	- -	12 7 0	- -
84. Rotherham and Wortley	550 1 7	- - -	696 13 4	- - -	- - -	- -	26 9 0	1,200 0
85. Salterhebble, Stainland, and Sowerby Bridge	400 2 1	- - -	1,556 13 4	- - -	- - -	- -	31 1 5	- -
86. Seacroft to Scholes	7 8 0	- - -	80 0 0	- - -	- - -	- -	0 13 4	- -
87. Sedbergh	288 16 8	- - -	585 0 0	- - -	- - -	0 2 6	20 7 9	- -
88. Selby and Leeds	785 10 4	- - -	940 0 0	210 15 0	- - -	1 6 6	22 15 10	- -
89. Selby and Market Weighton	70 10 5	- - -	415 0 0	512 14 6	- - -	- -	- - -	- -
90. Sheffield and Tinsley	980 1 1	- - -	1,836 17 10	- - -	- - -	- -	146 14 0	- -
91. Shipley and Bramley	221 5 0	- - -	431 0 0	- - -	- - -	- -	8 8 6	- -
92. Skipton and Clitheroe	203 1 1	- - -	670 0 0	2 18 0	- - -	- -	- - -	- -
93. Skipton and Craco	247 17 9	- - -	360 8 4	29 7 1	- - -	- -	10 19 6	- -
94. Skipton and Knaresbrough	161 16 8	- - -	472 0 0	- - -	- - -	- -	1 14 1	- -
95. Stockton and Middlesbrough	133 0 6	- - -	752 16 6	178 2 2	- - -	- -	- - -	- -
96. Sunk Island	- - -	- - -	128 10 0	59 3 8	- - -	- -	13 1 3	- -
97. Tadcaster Bridge to Hob Moor Lane End	79 2 0	- - -	501 0 0	- - -	- - -	- -	10 7 0	- -
98. Tadcaster and Halton Dial	267 16 9	- - -	776 0 0	- - -	- - -	1 12 6	0 7 5	- -
99. Tadcaster and Otley	194 2 9	- - -	683 0 0	- - -	- - -	- -	- - -	- -
100. Thirsk	- - -	46 13 3	941 6 8	13 10 0	- - -	- -	0 10 5	- -
101. Thirsk and Masham	117 12 0	- - -	157 0 0	- - -	- - -	- -	- - -	- -
102. Thirsk and Yarm	424 1 1	- - -	470 0 0	- - -	- - -	- -	42 1 4	- -
103. Tinsley and Doncaster (united)	207 11 9	- - -	1,355 0 0	- - -	- - -	- -	46 17 0	- -
104. Todmorden	321 18 10	- - -	3,542 3 4	- - -	- - -	6 12 9	52 14 5	- -
105. Wadsley, Langset, and Sheffield	1,749 10 6	- - -	1,617 8 5	- - -	- - -	1 0 0	30 2 0	- -
106. Wakefield and Aberford	293 16 6	- - -	680 0 0	- - -	- - -	- -	3 16 5	- -
107. Wakefield and Austerlands	374 2 8	- - -	3,420 0 0	- - -	- - -	- -	18 5 9	- -
108. Wakefield and Denby Dale	804 0 0	- - -	812 10 0	- - -	- - -	- -	10 3 0	- -
109. Wakefield and Halifax	1,627 3 2	- - -	987 10 0	- - -	- - -	- -	117 1 5	- -
110. Wakefield to Sheffield	218 16 5	- - -	2,070 17 0	- - -	- - -	0 13 0	10 3 7	- -
111. Wakefield and Weeland	678 5 9	- - -	1,052 12 10	- - -	- - -	- -	9 13 5	- -
112. Wellington and Tong Lane End	25 15 4	- - -	835 17 4	- - -	- - -	- -	1 0 0	- -
113. Wetherby and Knaresbrough	272 19 6	- - -	405 0 0	- - -	- - -	- -	- - -	- -
114. Whitecross	24 7 1	- - -	245 0 0	52 10 0	- - -	- -	- - -	- -
115. Winston Bridge	84 5 0	- - -	293 6 8	- - -	- - -	- -	56 0 0	- -
116. Worksop to Attercliffe	117 1 11	- - -	855 0 0	- - -	- - -	0 4 9	- - -	- -
117. Wortley, Armley, and Bramley	- - -	1,973 6 3	414 11 8	- - -	- - -	- -	17 7 0	- -
118. Wortley and Pudsey	- - -	7 10 9	61 5 3	- - -	- - -	- -	- - -	- -
119. York and Boroughbridge	205 3 8	- - -	315 0 0	- - -	- - -	- -	28 0 0	- -
120. York to Kexby Bridge and Grimston to Stone Dale	833 1 5	- - -	1,093 15 0	- - -	- - -	0 4 0	12 1 0	- -
121. York to Oswaldkirk Bank	94 11 1	- - -	529 15 11	265 18 7	- - -	- -	2 0 0	- -
122. York and Scarborough *h*	587 1 10	- - -	*i* - -	- - -	- - -	- -	*j* 241 6 8	- -
£	42,353 3 10	3,912 17 6	110,211 6 2	3,549 16 0	281 10 8	19 0 9	6,184 10 1	1,200 0

a Allowance to townships. *b* Contract work. *c* Paid to townships. *d* Including 30*l.* for extra services.
h Local Act expired 1st November 1866. *i* The collection of tolls ceased 1st January 1866.

	EXPENDITURE.																							
10. Total Income.	11. Manual Labour.			12. Team Labour and Carriage of Materials.			13. Materials for Surface Repairs.			14. Land purchased.			15. Damage done in obtaining Materials.			16. Tradesmen's Bills.			17. Salaries of Treasurer.			18. Salaries of Clerk.			19. Salaries of Surveyor.		
£ s. d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
4,063 5 3	1,159	8	0	256	13	0	594	0	2	-	-	-	-	-	-	127	12	3	-	-	-	50	0	0	133	15	0
661 4 0	*a* 90	0	0	-	-	-	-	-	-	-	-	-	-	-	-	38	12	11	-	-	-	15	15	0	10	0	0
344 1 0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	9	0	-	-	-	17	0	0	15	0	0
870 10 0	*b* 211	0	0	-	-	-	-	-	-	-	-	-	-	-	-	27	8	10	-	-	-	22	10	0	10	0	0
909 7 0	*c* 192	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	13	5	20	0	0	-	-	-
1,923 2 4	96	4	11	-	-	-	-	-	-	7	0	0	-	-	-	2	9	6	-	-	-	21	0	0	20	0	0
1,587 14 9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	8	0	-	-	-	20	0	0	-	-	-
80 13 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	0	0	2	10	0
605 10 3	88	4	8	61	9	6	73	8	10	-	-	-	1	0	0	34	8	9	10	0	0	15	0	0	33	16	0
1,174 17 4	318	16	0	198	2	8	170	9	2	-	-	-	10	10	0	33	0	5	-	-	-	30	0	0	60	0	0
927 14 6	211	15	6	65	14	7	330	9	6	-	-	-	-	-	-	13	19	9	-	-	-	15	15	0	44	0	0
1,983 11 10	*b* 764	15	8	-	-	-	-	-	-	-	-	-	-	-	-	43	14	1	-	-	-	40	0	0	*d* 60	0	0
439 8 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	19	3	-	-	-	-	-	-	4	0	0
672 18 0	108	11	6	13	13	6	82	3	9	-	-	-	9	10	6	4	10	11	10	10	0	21	0	0	15	0	0
400 14 11	152	4	8	-	-	-	26	0	0	-	-	-	1	0	0	-	-	-	-	-	-	*e* 10	0	0	5	0	0
473 14 1	*a* 150	0	0	-	-	-	-	-	-	-	-	-	-	-	-	9	18	1	10	0	0	20	0	0	25	0	0
930 18 8	82	10	3	27	19	10	105	3	7	-	-	-	-	-	-	20	10	7	-	-	-	-	-	-	5	0	0
200 14 11	58	17	0	18	0	6	103	4	9	-	-	-	-	-	-	1	9	0	-	-	-	5	0	0	-	-	-
511 7 0	212	1	11	80	15	10	132	0	4	-	-	-	-	-	-	23	3	2	-	-	-	15	0	0	55	0	0
777 19 11	293	12	3	161	9	8	75	3	11	-	-	-	3	5	0	84	15	9	-	-	-	30	0	0	60	0	0
683 0 0	348	0	7	209	4	4	80	14	5	-	-	-	8	13	0	20	11	10	-	-	-	20	0	0	50	0	0
955 7 1	349	5	0	77	13	6	368	19	1	-	-	-	0	13	6	20	16	5	-	-	-	40	0	0	80	0	0
157 0 0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	19	5	5	0	0	5	0	0	-	-	-
512 1 4	*f* 99	6	8	-	-	-	-	-	-	-	-	-	-	-	-	30	7	6	15	0	0	25	0	0	25	0	0
1,401 17 0	*b* 900	0	0	-	-	-	-	-	-	-	-	-	-	-	-	72	3	6	-	-	-	50	0	0	25	0	0
3,601 10 6	1,197	10	5	509	0	7	356	18	9	-	-	-	13	7	8	168	4	1	25	0	0	25	0	0	100	0	0
1,648 10 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	16	1	4	12	6	25	0	0	24	3	3
683 16 5	*a* 397	10	0	-	-	-	-	-	-	-	-	-	-	-	-	5	7	7	-	-	-	20	0	0	30	0	0
3,438 5 9	1,504	15	11	1,033	11	6	856	1	0	-	-	-	63	18	4	123	7	6	-	-	-	31	10	0	150	0	0
822 13 0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	257	19	4	-	-	-	25	0	0	15	0	0
1,104 11 5	*a* 406	4	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	0	0	25	0	0
2,081 13 7	*b* 998	0	0	-	-	-	-	-	-	-	-	-	-	-	-	64	1	5	-	-	-	70	0	0	20	0	0
1,062 6 3	146	2	2	151	16	3	146	3	3	-	-	-	0	10	0	8	10	8	-	-	-	20	0	0	50	0	0
836 17 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	7	0	-	-	-	30	0	0	-	-	-
405 0 0	183	12	9	41	1	0	59	2	0	-	-	-	7	10	0	24	6	5	5	0	0	10	10	0	35	0	0
297 10 0	66	6	10	51	10	6	108	8	11	-	-	-	-	-	-	13	3	2	-	-	-	10	0	0	20	0	0
349 6 8	203	9	3	49	7	9	6	8	1	-	-	-	-	-	-	7	1	3	-	-	-	10	0	0	-	-	-
855 4 9	*b* 300	0	0	-	-	-	-	-	-	-	-	-	-	-	-	18	0	4	15	0	0	32	5	4	10	0	0
431 18 8	*g* 416	7	0	-	-	-	-	-	-	-	-	-	-	-	-	19	10	0	-	-	-	-	-	-	-	-	-
61 5 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	1	6	-	-	-	-	-	-	-	-	-
343 0 0	152	16	11	92	9	10	35	16	3	-	-	-	5	0	0	18	10	2	-	-	-	10	0	0	35	0	0
1,106 0 0	397	4	4	180	8	6	400	2	6	-	-	-	-	-	-	38	6	6	-	-	-	25	0	0	110	0	0
797 14 6	232	4	8	202	19	4	131	8	7	-	-	-	-	-	-	5	3	7	-	-	-	15	0	0	52	10	0
241 6 8	-	-	-	-	-	-	*k* 314	3	0	-	-	-	-	-	-	7	9	6	35	0	0	25	0	0	166	13	4
121,446 3 8	30,321	16	10	10,018	6	11	13,288	2	4	90	14	0	159	6	7	3,797	5	3	250	8	1	2,544	6	6	4,040	16	5

e For 2 years. *f* Allowed to townships. *g* Paid to parishes.
j Proceeds of sale of Trust property. *k* Apportioned amongst the parishes.

(Continued on page 84.)

(Continued from page 83.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
COUNTY OF YORK—*cont.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
79. Rochdale to Halifax and Elland	10 0 3	232 8 3	18 11 9	*a* 983 0 0	74 7 1	- - -	3,639 15
80. Rotherham and Barnby Moor	30 12 2	77 14 11	- - -	*b* 300 0 0	21 10 10	- - -	584 5
81. Rotherham and Pleasley	13 6 1	86 6 11	- - -	*c* 100 0 0	9 1 0	- - -	274 3
82. Rotherham and Swinton	22 16 3	41 16 7	138 6 3	*d* 500 0 0	33 10 3	- - -	1,007 8
83. Rotherham and Wentworth	13 6 7	370 0 0	36 8 5	370 0 0	16 8 7	- - -	1,019 17
84. Rotherham and Wortley	9 8 11	132 18 11	1,200 0 0	- - -	21 19 11	- - -	1,511 2
85. Salterhebble, Stainland, and Sowerby Bridge	0 6 8	276 3 7	- - -	504 3 4	1 17 0	- - -	854 18
86. Seacroft to Scholes	- - -	- - -	- - -	- - -	8 10 8	- - -	16 0
87. Sedbergh	9 19 11	32 0 9	92 10 0	- - -	29 8 6	- - -	481 6
88. Selby and Leeds	- - -	129 6 6	- - -	672 0 0	39 19 7	- - -	1,662 4
89. Selby and Market Weighton	29 1 6	93 14 9	- - -	*i* 143 10 0	28 11 3	- - -	976 11
90. Sheffield and Tinsley	27 4 9	- - -	- - -	- - -	*j* 180 19 7	- - -	1,116 14
91. Shipley and Bramley	9 11 7	104 0 8	- - -	*k* 349 0 0	0 8 0	- - -	471 19
92. Skipton and Clitheroe	- - -	175 14 3	- - -	203 0 0	55 16 1	- - -	699 10
93. Skipton and Craco	- - -	20 0 0	- - -	- - -	8 14 8	- - -	222 19
94. Skipton and Knaresbrough	- - -	105 2 0	- - -	150 0 0	4 6 6	- - -	474 6
95. Stockton and Middlesbrough	- - -	278 11 8	- - -	- - -	28 19 7	- - -	548 15
96. Sunk Island	9 19 11	- - -	- - -	- - -	4 3 9	- - -	200 14
97. Tadcaster Bridge to Hob Moor Lane End	- - -	- - -	- - -	- - -	23 1 11	- - -	541 3
98. Tadcaster and Halton Dial	- - -	27 8 2	- - -	299 17 0	15 15 9	- - -	1,051 7
99. Tadcaster and Otley	- - -	140 0 0	- - -	- - -	2 7 5	- - -	879 11
100. Thirsk	- - -	120 16 8	- - -	- - -	21 10 5	- - -	1,079 14
101. Thirsk and Masham	12 9 10	38 17 1	- - -	117 12 0	10 1 6	- - -	202 19
102. Thirsk and Yarm	- - -	212 2 10	- - -	*o* 50 0 0	10 13 2	- - -	467 10
103. Tinsley and Doncaster (united)	21 18 3	87 0 10	17 2 4	*p* 39 10 0	33 4 4	- - -	1,245 19
104. Todmorden	- - -	453 0 4	85 11 7	*q* 797 14 6	9 10 5	- - -	3,740 18
105. Wadsley, Langset, and Sheffield	39 5 5	1,628 15 10	73 7 1	- - -	35 12 3	- - -	1,862 12
106. Wakefield and Aberford	0 15 8	97 3 2	- - -	*r* 213 14 0	5 1 6	- - -	769 11
107. Wakefield and Austerlands	29 8 9	*s* 2 15 3	- - -	*s* 100 0 0	348 16 5	- - -	4,244 4
108. Wakefield and Denby Dale	- - -	147 1 6	- - -	*t* 559 9 8	4 13 6	- - -	1,009 4
109. Wakefield and Halifax	21 13 4	- - -	400 8 3	- - -	29 10 5	- - -	912 16
110. Wakefield to Sheffield	- - -	370 0 4	- - -	*w* 525 0 0	10 10 10	- - -	2,057 12
111. Wakefield and Weeland	- - -	71 3 11	- - -	*y* 689 7 6	7 4 5	- - -	1,290 18
112. Wellington and Tong Lane End	9 15 10	598 2 0	- - -	- - -	- - -	- - -	678 4
113. Wetherby and Knaresbrough	- - -	- - -	- - -	- - -	6 12 6	- - -	372 14
114. Whitecross	10 0 0	3 0 0	- - -	- - -	12 7 7	- - -	294 17
115. Winston Bridge	- - -	61 10 0	- - -	- - -	7 15 8	- - -	345 12
116. Worksop to Attercliffe	9 9 6	274 8 0	- - -	- - -	4 5 6	- - -	663 8
117. Wortley, Armley, and Bramley	20 2 4	- - -	- - -	- - -	- - -	- - -	455 19
118. Wortley and Pudsey	- - -	- - -	- - -	- - -	- - -	- - -	19 1
119. York and Boroughbridge	- - -	- - -	- - -	- - -	4 12 9	- - -	354 5 1
120. York to Kexby Bridge and Grimston to Stone Dale	- - -	- - -	- - -	- - -	5 11 0	- - -	1,156 12 1
121. York to Oswaldkirk Bank	- - -	90 17 6	- - -	*z* 100 0 0	2 7 9	- - -	832 11
122. York and Scarborough	- - -	*aa* 12 0 0	- - -	*aa* 50 0 0	*bb* 218 2 8	- - -	828 8
£	1,590 1 11	15,141 14 10	2,606 0 5	34,075 11 5	2,730 2 11	281 10 8	120,936 5

a For debts of 1,025*l.* *b* For debts of 400*l.* *c* For debts of 120*l.* 8*s.* 5*d.* *d* For debts of 502*l.* 10*s.*
g Interest reduced and arrears extinguished by Provisional Order. *h* Including 553*l.* at 5 per cent. *i* For debts of 180*l.*
m Due on unsecured debt. *n* Including 100*l.* at 5 per cent. *o* For debts of 100*l.* *p* For debts of 45*l.* 18*s.*
u Including 7,845*l.* 10*s.* *not* bearing interest. *v* Due from Leeds and Whitehall Road. *w* For debts of 700*l.*
aa Paid into court.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,753 2 6	5	- - -	- - -	- - -	3,753 2 6	- - -	- - -	- - -	- - -	1,199 0 11	1,199 0 11
6,050 0 0	1¼	- - -	- - -	- - -	6,050 0 0	- - -	- - -	- - -	- - -	524 1 4	524 1 4
3,320 14 3	2½	- - -	- - -	- - -	3,320 14 3	- - -	- - -	- - -	- - -	275 14 1	275 14 1
457 1 7	4	- - -	- - -	- - -	457 1 7	- - -	- - -	- - -	- - -	665 14 11	665 14 11
603 14 0	*e* None	- - -	- - -	- - -	603 14 0	- - -	- - -	- - -	- - -	197 3 9	197 3 9
f 3,786 6 10	3	75 0 0	101 1 4	- - -	3,962 8 2	63 6 8	- - -	- - -	- - -	962 1 9	1,025 8 5
6,650 0 0	*g* 4	- - -	*g* - -	- - -	6,650 0 0	- - -	- - -	- - -	- - -	1,132 18 3	1,132 18 3
2,839 0 0	5	- - -	1,569 1 4	- - -	4,408 1 4	- - -	- - -	- - -	- - -	72 0 8	72 0 8
806 0 0	4	- - -	7 5 6	- - -	813 5 6	- - -	- - -	- - -	- - -	413 0 0	413 0 0
h 2,528 0 0	4½	- - -	- - -	- - -	2,528 0 0	- - -	- - -	- - -	- - -	298 3 4	298 3 4
2,940 0 0	3	- - -	- - -	- - -	2,940 0 0	- - -	- - -	- - -	- - -	21 13 1	21 13 1
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,846 18 10	1,846 18 10
3,523 12 5	2½	- - -	86 16 8	- - -	3,610 9 1	35 18 4	- - -	- - -	- - -	188 14 0	224 12 4
4,311 0 0	4	- - -	- - -	- - -	4,311 0 0	- - -	- - -	- - -	- - -	176 8 7	176 8 7
2,560 0 0	4½	- - -	1,492 14 0	- - -	4,052 14 0	- - -	- - -	- - -	- - -	425 13 4	425 13 4
2,395 0 0	4	- - -	- - -	- - -	2,395 0 0	- - -	- - -	- - -	- - -	161 4 2	161 4 2
l 8,700 0 0	5	- - -	*m* 1,327 0 2	- - -	10,027 0 2	- - -	- - -	- - -	- - -	515 3 8	515 3 8
—	—	—	—	—	—	—	—	—	—	—	—
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	49 5 10	49 5 10
n 600 3 0	4½	- - -	- - -	5 10 10	605 13 10	—	—	—	—	—	—
2,800 0 0	5	- - -	2 17 3	2 8 10	2,805 6 1	—	—	—	—	—	—
4,233 6 8	3	- - -	- - -	171 0 9	4,404 7 5	—	—	—	—	—	—
1,177 15 0	3	- - -	- - -	- - -	1,177 15 0	- - -	- - -	- - -	138 16 0	71 12 2	210 8 2
7,757 7 10	3	- - -	166 11 10	- - -	7,923 19 8	- - -	- - -	- - -	- - -	468 12 3	468 12 3
1,698 9 4	5	- - -	- - -	- - -	1,698 9 4	- - -	- - -	- - -	- - -	363 9 6	363 9 6
9,105 0 0	4½	- - -	- - -	- - -	9,105 0 0	- - -	- - -	- - -	421 17 0	182 11 0	604 8 0
17,962 8 3	5	- - -	1,088 1 11	- - -	19,050 10 2	- - -	- - -	- - -	- - -	1,535 8 6	1,535 8 6
2,265 0 0	3	- - -	- - -	- - -	2,265 0 0	- - -	- - -	- - -	- - -	208 1 0	208 1 0
- - -	- - -	- - -	- - -	431 16 3	431 16 3	—	—	—	—	—	—
u 15,014 19 11	2	- - -	217 4 6	- - -	15,232 4 5	- - -	- - -	- - -	- - -	617 9 0	617 9 0
300 0 0	5 & 4½	- - -	394 14 2	- - -	694 14 2	- - -	- - -	- - -	*v* 6,123 0 0	1,818 18 6	7,941 18 6
x 7,346 9 9	5	119 4 2	282 10 6	- - -	7,748 4 5	172 13 4	- - -	- - -	- - -	242 17 5	415 10 9
1,400 0 0	3	- - -	26 18 9	- - -	1,426 18 9	83 3 0	- - -	- - -	- - -	449 13 10	532 16 10
10,232 0 0	5	- - -	275 16 0	- - -	10,507 16 0	- - -	- - -	- - -	- - -	184 7 10	184 7 10
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	305 4 10	305 4 10
66 13 4	4½	- - -	- - -	- - -	66 13 4	- - -	- - -	- - -	- - -	27 0 1	27 0 1
2,050 0 0	3	- - -	- - -	- - -	2,050 0 0	- - -	- - -	- - -	- - -	87 19 8	87 19 8
9,301 15 0	3	59 7 9	978 12 0	- - -	10,339 14 9	- - -	- - -	- - -	- - -	308 18 0	308 18 0
10,730 8 0	5	1,794 11 2	16,493 18 8	1,997 6 11	31,016 4 9	—	—	—	—	—	—
3,415 0 0	5	- - -	4,768 17 9	- - -	8,183 17 9	- - -	- - -	- - -	- - -	34 13 0	34 13 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	193 17 9	193 17 9
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	782 8 7	782 8 7
3,635 0 0	2½	- - -	- - -	- - -	3,635 0 0	- - -	- - -	- - -	- - -	59 14 2	59 14 2
—	—	—	—	—	—	—	—	—	—	—	—
480,287 2 11	- -	9,529 5 4	69,774 15 1	4,778 15 9	564,369 19 1	1,266 10 9	620 2 10	460 15 1	6,727 6 4	43,729 0 8	52,803 15 8

e No interest payable unless a surplus after paying off $\frac{1}{20}$th part of the debt. *f* Including 1,586*l.* 6*s.* 10*d.* at 4 per cent.
j Including 108*l.* 4*s.* 8*d.* for watering. *k* For debts of 390*l.* 15*s.* 9*d.* *l* Including 3,000*l.* subscriptions unsecured.
q For debts of 800*l.* *r* For debts of 225*l.* *s* Previously unclaimed. *t* For debts of 774*l.* 5*s.* 6*d.*
x Including 719*l.* 7*s.* 11*d.* at 4 per cent. *y* For debts of 700*l.* *z* For debts of 160*l.*
bb Including 100*l.* gratuities to officers, and 29*l.* 1*s.* 10*d.* retained to meet contingent expenses.

WALES.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1 Beaumaris and Menai Bridge -	378 13 5	- - -	238 0 0	- - -	- - -	- -	- - -	- -
2. Shrewsbury and Holyhead -	2,167 15 1	- - -	4,033 3 2	- - -	- - -	- -	39 0 0	- -
£	2,546 8 6	- - -	4,271 3 2	- - -	- - -	- -	39 0 0	- -
COUNTY OF CARNARVON.								
1. Carnarvonshire - - -	342 3 8	- - -	4,272 8 8	- - -	- - -	- -	125 12 0	- -
2. Penmachno - - -	146 13 10	- - -	95 10 0	- - -	- - -	- -	- - -	- -
3. Porthdinllaen and Nanthwynant -	770 1 9	- - -	1,038 3 10	82 14 0	- - -	- -	- - -	- -
4. Ysgytty - - -	9 5 4	- - -	12 15 3	- - -	- - -	- -	- - -	- -
£	1,268 4 7	- - -	5,418 17 9	82 14 0	- - -	- -	125 12 0	- -
COUNTY OF DENBIGH.								
1. Barnhill and Wrexham - -	75 9 8	- - -	409 4 2	- - -	- - -	- -	- - -	- -
2. Denbigh and Pentre Voelas -	74 9 1	- - -	36 12 0	- - -	- - -	- -	2 8 7	- -
3. Llanrwst - - -	221 4 10	- - -	788 2 8	- - -	- - -	- -	62 0 0	- -
4. Llanrwst and Abergele - -	38 18 10	- - -	353 12 5	172 6 2	- - -	- -	- - -	- -
5. Ruthin to Mold - - -	561 18 2	- - -	550 0 0	- - -	- - -	- -	32 1 7	- -
6. St. Asaph and Conway - -	329 15 4	- - -	505 0 0	- - -	- - -	- -	30 2 5	- -
7. Wrexham to Denbigh through Ruthin - - -	147 9 5	- - -	1,048 10 6	- - -	- - -	-	41 2 0	- -
8. Ditto, Cerrig-y-Druidion Branch	- - -	- - -	151 9 6	- - -	- - -	- -	- - -	- -
9. Wrexham, Ruabon, and Llangollen	135 8 8	- - -	832 4 10	- - -	- - -	- -	74 10 0	- -
£	1,584 14 0	- - -	4,674 16 1	172 6 2	- - -	- -	242 4 7	- -
COUNTY OF FLINT.								
1. Chester and Northop - -	392 17 0	- - -	520 0 0	- - -	- - -	- -	12 7 9	- -
2. Denbigh and Rhyddlan - -	201 7 1	- - -	450 0 0	- - -	- - -	- -	35 10 0	- -
3. Flint, Holywell, and Mostyn -	- - -	24 0 7	3,400 0 0	474 4 7	- - -	- -	18 18 10	- -
4. Lower King's Ferry - -	536 12 11	- - -	1,530 0 0	670 11 2	- - -	- -	256 16 0	- -
5. Mold and Broughton and Branch -	72 0 1	- - -	540 0 0	- - -	- - -	- -	- - -	- -
6. Mold and Denbigh - -	13 13 7	- - -	800 0 0	- - -	- - -	- -	16 2 8	- -
7. Overton District - - -	558 17 5	- - -	755 18 4	- - -	- - -	- -	28 5 0	- -
8. Pontblyddyn and Llandegla -	153 11 9	- - -	409 6 2	- - -	- - -	- -	26 14 1	- -
9. Whitchurch and Marchwiel -	141 2 0	- - -	721 10 10	- - -	- - -	- -	47 0 0	- -
10. Wrexham and Mold - -	- - -	46 16 0	675 0 0	- - -	- - -	- -	- - -	- -
£	2,070 1 10	70 16 7	9,801 15 4	1,144 15 9	- - -	- -	441 14 4	- -
COUNTY OF MERIONETH.								
1. Aberdovey District - -	7 8 1	- - -	132 4 6	127 18 0	- - -	0 9 6	- - -	- -
2. Bala District - - -	311 4 8	- - -	931 10 0	- - -	- - -	- -	- - -	- -
3. Dolgelly, Mowddy, and Towyn -	27 19 1	- - -	1,303 7 3	654 7 1	- - -	- -	0 16 0	- -
4. Edeirnion - - -	166 18 5	- - -	400 0 0	- - -	- - -	- -	11 13 10	- -
5. Festiniog, Maentwrog, and Harlech - - - -	144 9 1	- - -	625 10 0	- - -	- - -	- -	- - -	- -
£	657 19 4	- - -	3,392 11 9	782 5 1	- - -	0 9 6	12 9 10	- -

a Including materials. *b* Including materials, &c. *c* Including team labour.

WALES.

	10. Total Income.	EXPENDITURE. 11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	238 0 0	61 1 0	17 14 0	35 10 6	- - -	- - -	6 0 0	5 0 0	15 0 0	15 0 0
2.	4,072 3 2	*a* 2,456 18 2	- - -	- - -	- - -	54 18 6	62 16 0	- - -	180 0 0	242 11 6
	4,310 3 2	2,517 19 2	17 14 0	35 10 6	- - -	54 18 6	68 16 0	5 0 0	195 0 0	257 11 6
1.	4,398 0 8	678 1 5	355 5 9	688 17 9	- - -	- - -	- - -	21 0 0	105 0 0	160 0 0
2.	95 10 0	65 0 0	12 7 0	5 0 0	- - -	- - -	- - -	- - -	5 5 0	5 5 0
3.	1,120 17 10	*b* 437 16 9	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	30 0 0
4.	12 15 3	4 17 9	- - -	- - -	- - -	- - -	- - -	- - -	3 3 0	3 0 0
	5,627 3 9	1,185 15 11	367 12 9	693 17 9	- - -	- - -	- - -	21 0 0	123 8 0	198 5 0
1.	409 4 2	104 6 8	81 3 3	52 7 4	- - -	9 0 11	9 19 6	- - -	10 0 0	20 0 0
2.	39 0 7	65 16 4	- - -	- - -	- - -	- - -	1 10 3	- - -	10 0 0	- - -
3.	850 2 8	464 10 4	53 9 4	5 7 6	- - -	- - -	26 10 6	10 0 0	10 0 0	44 4 0
4.	525 18 7	160 8 11	26 19 10	16 13 5	- - -	- - -	5 10 11	5 0 0	20 0 0	25 0 0
5.	582 1 7	236 3 4	48 13 8	4 9 10	- - -	- - -	5 6 10	- - -	10 0 0	28 0 0
6.	535 2 5	153 2 0	61 16 11	67 5 2	- - -	- - -	4 11 9	- - -	15 0 0	28 18 6
7.	1,089 12 6	600 5 5	160 10 1	10 17 5	- - -	0 14 11	16 7 10	- - -	20 0 0	72 0 0
8.	151 9 6	108 16 8	21 15 10	1 11 10	- - -	- - -	5 1 6	- - -	- - -	- - -
9.	906 14 10	438 18 9	322 16 0	44 19 6	- - -	- - -	34 1 0	- - -	40 0 0	60 0 0
	5,089 6 10	2,332 8 5	777 4 11	203 12 0	- - -	9 15 10	109 0 1	15 0 0	135 0 0	278 2 6
1.	532 7 9	120 14 8	- - -	*c* 92 6 11	- - -	0 19 0	1 13 1	- - -	20 0 0	20 0 0
2.	485 10 0	161 17 0	83 19 8	67 4 3	- - -	- - -	13 11 1	- - -	20 0 0	52 17 4
3.	3,893 3 5	766 2 10	- - -	*c* 1,088 17 0	- - -	1 1 0	69 17 11	9 19 9	70 0 0	126 6 0
4.	2,457 7 2	*d* 1,322 12 9	- - -	- - -	- - -	- - -	10 16 0	- - -	50 0 0	30 0 0
5.	540 0 0	160 9 10	72 16 0	36 7 4	- - -	3 17 9	6 1 5	- - -	25 0 0	30 0 0
6.	816 2 8	314 11 6	127 15 2	172 11 3	- - -	- - -	21 12 1	- - -	25 0 0	60 0 0
7.	784 3 4	279 14 2	142 16 7	2 18 0	- - -	6 0 6	37 11 0	10 10 0	10 0 0	8 0 0
8.	436 0 3	152 18 9	37 5 8	13 8 3	- - -	- - -	47 1 10	- - -	15 0 0	20 0 0
9.	768 10 10	301 16 2	158 19 8	60 4 8	- - -	10 15 0	46 16 6	10 0 0	19 17 11	31 10 0
0.	675 0 0	*e* 335 2 8	153 17 8	67 13 1	- - -	6 19 10	17 6 9	5 5 0	15 0 0	40 0 0
	11,388 5 5	3,913 0 4	777 10 5	1,601 10 9	- - -	29 13 1	272 7 8	35 14 9	269 17 11	418 13 4
1.	260 12 0	*f* 147 2 8	27 9 4	- - -	- - -	- - -	2 6 0	8 0 0	12 0 0	14 6 1
2.	931 10 0	541 6 8	69 6 1	33 3 11	- - -	1 13 0	11 12 2	15 0 0	8 8 0	30 0 0
3.	1,958 10 4	527 1 9	200 18 9	16 16 9	- - -	- - -	151 6 4	- - -	30 0 0	80 0 0
4.	411 13 10	260 16 1	14 1 0	22 14 7	- - -	- - -	5 6 7	- - -	21 0 0	40 0 0
5.	625 10 0	389 17 7	26 6 10	- - -	- - -	- - -	- - -	10 0 0	10 0 0	10 0 0
	4,187 16 2	1,866 4 9	338 2 0	72 15 3	- - -	1 13 0	170 11 1	33 0 0	81 8 0	174 6 1

(Continued on page 88.)

d Including contract work, and expense of working ferry. *e* Including 50*l.* to Mold Local Board. *f* Including contract work.

WALES.

(Continued from page 87.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF ANGLESEY.							
1. Beaumaris and Menai Bridge	- - -	37 0 0	2 17 9	- - -	8 3 2	- - -	203 6 3
2. Shrewsbury and Holyhead	16 17 0	- - -	- - -	- - -	131 15 2	- - -	3,145 16 4
£	16 17 0	37 0 0	2 17 9	- - -	139 18 4	- - -	3,349 2 9
COUNTY OF CARNARVON.							
1. Carnarvonshire	- - -	256 10 6	61 10 6	*a*1,646 0 0	345 2 5	- - -	4,317 8 4
2. Penmachno	- - -	- - -	- - -	- - -	3 15 0	- - -	96 12 0
3. Porthdinllaen and Nanthwynant	- - -	110 6 5	- - -	*c* 555 0 0	15 8 9	- - -	1,158 11 11
4. Ysptytty	- - -	- - -	- - -	- - -	1 5 6	- - -	12 6 8
£	- - -	366 16 11	61 10 6	2,201 0 0	365 11 8	- - -	5,584 18 6
COUNTY OF DENBIGH.							
1. Barnhill and Wrexham	3 3 4	91 5 11	15 0 0	- - -	16 4 8	- - -	412 11 7
2. Denbigh and Pentre Voelas	- - -	- - -	- - -	- - -	1 4 8	- - -	78 11 3
3. Llanrwst	- - -	- - -	- - -	- - -	9 0 4	- - -	623 2 0
4. Llanrwst and Abergele	16 0 0	275 0 0	- - -	- - -	0 4 0	- - -	550 17 1
5. Ruthin to Mold	- - -	52 15 3	43 0 0	- - -	22 14 6	- - -	451 3 5
6. St. Asaph and Conway	- - -	170 13 6	- - -	- - -	30 6 8	- - -	531 14 6
7. Wrexham to Denbigh through Ruthin	- - -	128 12 4	- - -	- - -	13 13 10	- - -	1,023 1 10
8. Ditto, Cerrig-y-Druidion Branch	- - -	9 16 8	- - -	- - -	4 7 0	- - -	151 9 6
9. Wrexham, Ruabon, and Llangollen	38 12 2	42 7 3	- - -	- - -	11 1 2	- - -	1,032 15 10
£	57 15 6	770 10 11	58 0 0	- - -	108 16 10	- - -	4,855 7 0
COUNTY OF FLINT.							
1. Chester and Northop	19 2 7	119 0 5	- - -	450 0 0	9 3 7	- - -	853 0 3
2. Denbigh and Rhyddlan	- - -	3 0 0	- - -	- - -	24 13 3	- - -	427 2 7
3. Flint, Holywell, and Mostyn	28 2 4	401 6 2	65 4 9	*g*1,100 0 0	94 18 11	- - -	3,821 16 8
4. Lower King's Ferry	78 2 2	23 6 8	- - -	*h* 600 0 0	11 3 0	- - -	2,126 0 7
5. Mold and Broughton and Branch	- - -	70 1 11	- - -	*i* 200 0 0	14 0 9	- - -	618 15 0
6. Mold and Denbigh	- - -	19 13 4	- - -	- - -	78 2 1	- - -	819 5 5
7. Overton District	- - -	45 4 1	- - -	*j* 300 0 0	7 15 6	- - -	850 9 10
8. Pontblyddyn and Llandegla	- - -	61 18 2	- - -	100 0 0	26 6 0	- - -	473 18 8
9. Whitchurch and Marchwiel	- - -	118 10 4	- - -	- - -	7 14 0	- - -	766 4 3
10. Wrexham and Mold	6 8 2	55 15 0	- - -	- - -	11 19 9	- - -	715 7 11
£	131 15 3	917 16 1	65 4 9	2,750 0 0	285 16 10	- - -	11,472 1 2
COUNTY OF MERIONETH.							
1. Aberdovey District	- - -	33 6 6	- - -	- - -	13 9 7	- - -	258 0 2
2. Bala District	- - -	71 18 6	- - -	*k* 150 0 0	17 4 3	- - -	949 12 7
3. Dolgelly, Mowddy, and Towyn	- - -	151 3 10	- - -	*l* 147 0 0	66 15 9	- - -	1,371 3 2
4. Edeirnion	- - -	66 14 10	10 0 0	- - -	10 7 2	- - -	451 0 3
5. Festiniog, Maentwrog, and Harlech	- - -	94 3 11	- - -	- - -	28 3 1	- - -	568 11 5
£	- - -	417 7 7	10 0 0	297 0 0	135 19 10	- - -	3,598 7 7

a For debts of 1,840*l.* *b* Including 830*l.* at *one penny* per cent. *c* For debts of 581*l.*
g For debts of 1,200*l.* *h* For debts of 610*l.* *i* For debts of 235*l.* *j* For debts of 400*l.*

WALES.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
700 0 0	5	220 0 0	- - -	- - -	920 0 0	- -	- -	- -	- -	413 7 0	413 7 0
548 15 0	5	- -	1,408 8 6	- -	1,957 3 6	- -	- -	- -	- -	3,094 1 11	3,094 1 11
1,248 15 0	- -	220 0 0	1,408 8 6	- -	2,877 3 6	- -	- -	- -	- -	3,507 8 11	3,507 8 11
5,451 0 0	4	- -	- - -	- -	5,451 0 0	- -	- -	- -	- -	422 16 0	422 16 0
b 1,230 0 0	3	- -	12 0 0	- -	1,242 0 0	- -	- -	- -	- -	145 11 10	145 11 10
d 2,661 1 9	2	- -	155 14 9	- -	2,816 16 6	- -	- -	- -	- -	732 7 8	732 7 8
1,188 7 6	*e* -	- -	- - -	- -	1,188 7 6	- -	- -	- -	- -	9 14 4	9 14 4
10,530 9 3	- -	- -	167 14 9	- -	10,698 4 0	- -	- -	- -	- -	1,310 9 10	1,310 9 10
2,221 11 2	4	- -	5 5 11	- -	2,226 17 1	- -	- -	- -	- -	72 2 3	72 2 3
1,500 0 0	1*d.*	- -	- - -	- -	1,500 0 0	64 8 0	- -	- -	- -	34 18 5	99 6 5
100 0 0	5	- -	- - -	- -	100 0 0	- -	- -	- -	- -	448 5 6	448 5 6
10,000 0 0	4	862 18 6	490 0 0	- -	11,352 18 6	- -	- -	- -	- -	14 0 4	14 0 4
2,311 2 11	2½	- -	13 16 0	- -	2,324 18 11	- -	- -	- -	- -	692 16 4	692 16 4
3,340 0 0	4	- -	- - -	- -	3,340 0 0	- -	- -	- -	- -	333 3 3	333 3 3
f 3,151 1 7	5	- -	97 18 8	- -	3,249 0 3	- -	- -	- -	- -	214 0 1	214 0 1
300 0 0	5	- -	- - -	- -	300 0 0	—	—	—	—	—	—
2,024 8 1	4	86 7 3	40 10 0	- -	2,151 5 4	- -	- -	- -	- -	9 7 8	9 7 8
24,948 3 9	- -	949 5 9	647 10 7	- -	26,545 0 1	64 8 0	- -	- -	- -	1,818 13 10	1,883 1 10
3,960 4 3	3	- -	59 3 3	- -	4,019 7 6	- -	- -	- -	- -	72 4 6	72 4 6
60 0 0	5	- -	- - -	- -	60 0 0	- -	- -	- -	- -	259 14 6	259 14 6
10,993 10 10	3	- -	- - -	- -	10,993 10 10	- -	- -	- -	- -	47 6 2	47 6 2
27,305 9 7	1*d.*	100 0 0	- - -	- -	27,405 9 7	- -	- -	- -	- -	867 19 6	867 19 6
1,565 0 0	4	- -	31 0 0	6 14 11	1,602 14 11	—	—	—	—	—	—
500 0 0	4	- -	- - -	- -	500 0 0	- -	- -	- -	- -	10 10 10	10 10 10
900 0 0	5	- -	- - -	- -	900 0 0	- -	- -	- -	- -	492 10 11	492 10 11
2,050 0 0	3	- -	- - -	- -	2,050 0 0	- -	- -	- -	- -	115 13 4	115 13 4
2,975 0 0	4	- -	- - -	- -	2,975 0 0	- -	- -	- -	- -	143 8 7	143 8 7
1,894 0 0	4	- -	74 10 0	87 3 11	2,055 13 11	—	—	—	—	—	—
52,203 4 8	- -	100 0 0	164 13 3	93 18 10	52,561 16 9	- -	- -	- -	- -	2,009 8 4	2,009 8 4
666 13 6	5	- -	- - -	- -	666 13 6	- -	- -	- -	- -	9 19 11	9 19 11
1,855 0 0	3½	- -	- - -	- -	1,855 0 0	- -	- -	- -	- -	293 2 1	293 2 1
n 5,809 10 6	3½	92 9 6	349 7 10	- -	6,251 7 10	- -	111 19 10	- -	- -	615 6 3	727 6 1
1,887 0 0	3½	- -	- - -	- -	1,887 0 0	- -	- -	- -	- -	127 12 0	127 12 0
3,331 0 0	3½	- -	279 15 8	- -	3,610 15 8	- -	- -	- -	- -	201 7 8	201 7 8
13,549 4 0	- -	92 9 6	629 3 6	- -	14,270 17 0	- -	111 19 10	- -	- -	1,247 7 11	1,359 7 9

d Including 540*l.* at 2½ per cent. *e* According to income, but not paid for many years. *f* Mis-stated in previous returns.
k For debts of 200*l.* *l* For debts of 229*l.* *m* A portion unclaimed.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1866.	3. Balance due to the Treasurers on 1st Jan. 1866.	INCOME. 4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Tol
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Cilgwrgon, Bettws, and Tregynon -	31 11 2	- - -	100 12 0	25 5 0	- - -	- -	- - -	- -
2. Montgomery, Second District -	870 18 11	- - -	1,302 15 9	- - -	- - -	- -	5 0 0	- -
Montgomeryshire, First District:								
3. Abermule by Glanmule, &c. -	- - -	31 10 0	143 14 8	52 0 0	- - -	- -	1 4 7	- -
4. Abermule to Llandyssil and Goitre Road - - -	17 12 3	- - -	20 18 8	10 0 0	- - -	- -	- - -	- -
5. Berriew to the Addfa - -	- - -	146 0 6	180 1 9	73 0 0	- - -	- -	0 16 3	- -
6. Efelfach to Tregynon - -	2 9 7	- - -	24 6 8	- - -	- - -	- -	- - -	- -
7. Llangerrig to Tynycoed -	- - -	- - -	- - -	- - -	- - -	- -	a 18 9 8	- -
8. Llanidloes to Steddfagerrig and Tylwch - - -	288 7 2	- - -	275 18 4	- - -	- - -	- -	30 8 2	- -
9. Llanidloes to Weeg, Caersws, &c.	175 12 0	- - -	173 6 8	- - -	- - -	- -	1 16 1	- -
10. Montgomery to Garthmill -	366 19 5	- - -	220 13 4	- - -	- - -	- -	10 0 0	- -
11. Newtown and Caersws to Pontdolgoch - - -	35 12 4	- - -	20 0 0	16 5 0	- - -	- -	- - -	- -
12. Newtown to Camnant Bridge -	353 0 9	- - -	245 11 8	39 0 0	- - -	- -	1 5 0	- -
13. Newtown and Kerry to the Blue Bell - - -	91 0 1	- - -	154 9 9	99 0 0	- - -	- -	13 1 11	- -
14. Newtown to Llanidloes -	285 13 10	- - -	267 11 6	- - -	- - -	0 10 0	34 0 0	- -
15. Newtown to New Mills Bridge -	- - -	34 11 6	57 15 0	48 14 0	- - -	- -	6 10 8	- -
16. Newtown to Talurddig -	- - -	276 13 1	119 16 6	97 19 6	- - -	- -	20 8 2	- -
17. Rhiew Bridge to Newtown -	200 17 1	- - -	199 4 4	- - -	- - -	- -	46 12 5	- -
18. Montgomeryshire, Second District	1,368 6 6	- - -	2,334 12 4	153 5 0	- - -	- -	86 10 0	- -
19. Montgomeryshire, Third District -	10 19 5	- - -	1,646 13 1	- - -	- - -	- -	124 6 7	- -
20. Ditto, Blackwaters and Rednall Branch - - - -	69 11 0	- - -	155 0 0	- - -	- - -	- -	2 0 0	- -
21. Montgomeryshire, Fourth District	5 14 4	- - -	637 9 2	331 17 6	- - -	- -	20 0 0	- -
£	4,174 5 10	488 15 1	8,280 11 2	946 6 0	- - -	0 10 0	422 9 6	- -
SOUTH WALES.								
1. Breconshire, consolidated - -	214 17 10	- - -	2,900 13 1	2,169 8 8	- - -	1 4 11	325 2 10	- -
2. Cardiganshire, consolidated -	314 17 3	- - -	2,335 6 11	682 16 10	- - -	0 6 0	187 3 8	- -
3. Carmarthenshire, consolidated -	177 13 9	- - -	6,719 4 11	2,730 5 0	- - -	5 0 6	310 11 6	- -
4. Glamorganshire, consolidated -	415 3 6	- - -	9,632 0 0	2,372 10 10	- - -	- -	307 4 6	- -
5. Pembrokeshire, consolidated -	- - -	159 17 9	2,183 19 11	636 0 0	- - -	3 2 6	65 17 0	- -
6. Radnorshire, consolidated - -	270 0 7	- - -	1,696 9 8	791 3 4	621 3 9	- -	125 16 8	- -
£	1,392 12 11	159 17 9	25,467 14 6	9,382 4 8	621 3 9	9 13 11	1,321 16 2	- -

a From other roads.

	EXPENDITURE.									
10. Total Income.	11. Manual Labour.	12. Team Labour and Carriage of Materials.	13. Materials for Surface Repairs.	14. Land purchased.	15. Damage done in obtaining Materials.	16. Tradesmen's Bills.	17. Salaries of Treasurer.	18. Salaries of Clerk.	19. Salaries of Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
125 17 0	69 4 10	6 19 0	41 6 1	- - -	- - -	3 3 3	1 1 10	0 15 0	3 9 10
1,307 15 9	437 6 2	144 12 8	234 15 1	- - -	- - -	13 2 4	- - -	38 12 0	50 0 0
196 19 3	55 12 9	18 1 0	29 14 8	- - -	- - -	11 13 7	1 11 6	1 6 3	5 0 4
30 18 8	10 13 8	0 6 3	7 0 11	- - -	- - -	- - -	0 4 0	0 3 6	0 14 0
253 18 0	62 7 11	9 16 11	28 6 10	- - -	2 10 6	0 16 0	1 4 6	1 0 6	3 18 8
24 6 8	16 7 5	0 3 0	6 9 10	- - -	- - -	- - -	0 6 0	0 4 6	1 0 3
18 9 8	11 1 8	2 16 1	4 1 5	- - -	- - -	0 10 6	- - -	- - -	- - -
306 6 6	113 3 5	5 16 0	27 6 7	- - -	0 10 0	17 5 0	3 1 10	2 14 0	12 9 6
175 2 9	71 2 10	14 1 0	22 4 6	- - -	1 2 6	5 2 9	1 17 9	1 11 0	6 0 6
230 13 4	51 16 8	13 14 6	26 4 3	- - -	- - -	0 7 4	2 8 1	1 19 6	8 8 5
36 5 0	6 3 8	- - -	2 14 4	- - -	- - -	2 0 10	0 4 0	0 3 6	0 14 0
285 16 8	74 15 11	84 15 5	67 13 7	- - -	- - -	6 8 9	3 1 6	2 13 6	10 3 4
266 11 8	66 15 4	25 0 3	47 13 9	- - -	0 15 0	10 14 4	1 15 2	1 6 6	6 8 3
302 1 6	85 16 9	20 11 10	37 17 2	- - -	0 10 0	3 11 8	3 5 8	2 14 0	14 4 7
112 19 8	24 5 2	1 8 11	12 8 10	- - -	- - -	0 4 2	0 16 0	0 17 3	4 2 4
238 4 2	63 15 8	6 18 10	20 0 3	- - -	- - -	2 19 6	1 10 10	1 9 0	7 3 3
245 16 9	62 19 3	19 9 3	24 18 5	- - -	- - -	3 4 8	2 11 4	2 2 0	9 11 3
2,574 7 4	543 19 10	189 18 10	294 14 6	- - -	- - -	25 14 1	- - -	42 0 0	100 0 0
1,770 19 8	587 16 0	209 17 1	298 18 6	- - -	18 15 0	57 0 9	- - -	26 0 0	100 0 0
157 0 0	57 8 4	10 6 6	15 19 8	- - -	3 10 0	7 18 5	- - -	10 0 0	15 0 0
989 6 8	190 10 4	37 18 6	50 3 9	- - -	2 10 0	11 16 11	15 0 0	30 0 0	45 10 0
9,649 16 8	2,663 3 7	822 11 10	1,300 12 11	- - -	30 3 0	183 14 10	40 0 0	167 12 0	403 18 6
5,396 9 6	898 18 10	- - -	1,359 8 8	- - -	- - -	46 1 4	5 9 6	80 0 0	203 2 6
3,205 13 5	862 0 2	- - -	1,252 10 2	- - -	- - -	21 2 1	12 10 0	100 0 0	200 0 0
9,765 1 11	1,877 13 3	- - -	3,507 3 7	3 16 6	- - -	56 6 6	- - -	181 10 0	396 0 0
12,311 15 4	2,836 13 7	- - -	4,944 16 4	- - -	- - -	140 10 10	29 15 1	235 0 0	520 10 0
2,888 19 5	428 12 6	- - -	889 19 5	- - -	- - -	29 9 5	9 2 9	70 0 0	125 0 0
3,234 13 5	753 7 3	- - -	804 3 2	- - -	29 16 7	4 1 11	- - -	*b* 50 0 0	170 0 0
36,802 13 0	7,657 5 7	- - -	12,758 1 4	3 16 6	29 16 7	297 12 1	56 17 4	716 10 0	1,614 12 6

b For $1\frac{1}{4}$ year.

(Continued on page 92.)

(Continued from page 91.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—*continued.* 20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total Expenditure
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF MONTGOMERY.							
1. Cilgwrgon, Bettws, and Tregynon	2 0 0	- - -	- - -	- - -	10 15 8	- - -	138 15 6
2. Montgomery, Second District	- - -	132 18 3	- - -	*a* 350 0 0	52 7 7	- - -	1,453 14 1
Montgomeryshire, First District:							
3. Abermule by Glanmule, &c.	1 0 0	68 12 2	- - -	- - -	7 19 6	- - -	200 11 9
4. Abermule to Llandyssil and Goitre Road	- - -	21 18 11	- - -	- - -	0 7 7	- - -	41 8 10
5. Berriew to the Addfa	- - -	60 2 8	- - -	- - -	2 1 7	- - -	172 6 1
6. Efelfach to Tregynon	- - -	- - -	- - -	- - -	0 9 11	- - -	25 0 11
7. Llangerrig to Tynycoed	- - -	- - -	- - -	- - -	- - -	- - -	18 9 8
8. Llanidloes to Steddfagerrig and Tylwch	- - -	92 7 6	- - -	- - -	5 6 0	- - -	279 19 10
9. Llanidloes to Weeg, Caersws, &c.	- - -	10 0 0	- - -	- - -	3 2 9	- - -	136 5 7
10. Montgomery to Garthmill	- - -	- - -	511 14 6	- - -	5 8 6	- - -	622 1 9
11. Newtown and Caersws to Pontdolgoch	0 15 0	- - -	- - -	- - -	0 7 0	- - -	13 2 4
12. Newtown to Camnant Bridge	1 5 0	- - -	- - -	- - -	5 5 8	- - -	256 2 8
13. Newtown and Kerry to the Blue Bell	2 0 0	125 5 2	- - -	- - -	2 15 8	- - -	290 9 5
14. Newtown to Llanidloes	- - -	79 8 0	- - -	- - -	16 15 7	- - -	264 15 3
15. Newtown to New Mills Bridge	1 15 0	83 10 0	- - -	- - -	1 10 6	- - -	130 18 2
16. Newtown to Talurddig	1 15 0	163 9 0	- - -	- - -	4 6 9	- - -	273 8 1
17. Rhiew Bridge to Newtown	- - -	40 0 0	- - -	- - -	4 4 8	- - -	169 0 10
18. Montgomeryshire, Second District	- - -	985 17 6	- - -	*d* 389 0 0	*e* 64 16 0	- - -	2,636 0 9
19. Montgomeryshire, Third District	- - -	425 7 11	- - -	- - -	18 0 4	- - -	1,741 15 7
20. Ditto, Blackwaters and Rednall Branch	- - -	29 7 10	- - -	- - -	8 4 0	- - -	157 14 9
21. Montgomeryshire, Fourth District	- - -	244 6 7	- - -	- - -	12 4 6	- - -	640 0 7
£	10 10 0	2,562 11 6	511 14 6	739 0 0	226 9 9	- - -	9,662 2 5
SOUTH WALES.							
1. Breconshire, consolidated	- - -	659 17 2	8 11 6	1,623 5 4	51 11 3	- - -	4,936 6 1
2. Cardiganshire, consolidated	- - -	182 6 4	- - -	500 10 6	49 17 3	- - -	3,180 16 6
3. Carmarthenshire, consolidated	- - -	855 17 9	31 15 10	2,394 0 5	*h* 343 14 10	- - -	9,647 18 8
4. Glamorganshire, consolidated	50 0 0	980 19 7	128 6 8	2,680 7 9	496 18 11	- - -	13,043 18 9
5. Pembrokeshire, consolidated	- - -	218 3 1	- - -	598 5 7	106 19 0	- - -	2,475 11 9
6. Radnorshire, consolidated	- - -	210 5 5	- - -	580 17 11	147 17 11	621 3 9	3,371 13 11
£	50 0 0	3,107 9 4	168 14 0	8,377 7 6	1,196 19 2	621 3 9	36,656 5 8

a For debts of 500*l.* *b* Reduced 150*l.* by omitting bond on which no interest had been paid for upwards of twenty years.
f Reduced 3,700*l.* 9*s.* 6*d.*, amount bought up by the Trust. *g* Including 1,200*l.* for which an annuity of 91*l.* 4*s.* 10*d.* is payable until 1873.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1866.	32. Total Debts.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Composition for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1866.	38. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
500 0 0	3	- -	225 0 0	- -	7,725 0 0	- -	- -	- -	- -	18 12 8	18 12 8
934 0 0	3	- -	113 9 3	- -	4,047 9 3	- -	- -	- -	- -	725 0 7	725 0 7
397 5 0	5	- -	204 12 2	35 2 6	1,636 19 8	—	—	—	—	—	—
554 1 0	5	- -	330 16 10	- -	884 17 10	- -	- -	- -	- -	7 2 1	7 2 1
532 0 0	5	- -	43 19 9	64 8 7	1,640 8 4	—	—	—	—	—	—
- -	- -	- -	- - -	- -	- - -	5 0 0	- -	- -	- -	1 15 4	6 15 4
—	—	—	—	—	—	—	—	—	—	—	—
770 0 0	5	- -	- - -	- -	1,770 0 0	- -	- -	- -	- -	314 13 10	314 13 10
170 0 0	5	- -	1 0 0	- -	171 0 0	- -	- -	- -	- -	214 9 2	214 9 2
100 0 0	5	- -	- - -	24 9 0	124 9 0	—	—	—	—	—	—
630 0 0	5	- -	698 0 0	- -	1,328 0 0	- -	- -	- -	- -	58 15 0	58 15 0
676 0 0	5	- -	10,251 8 0	- -	15,927 8 0	- -	- -	- -	- -	382 14 9	382 14 9
407 7 8	5	- -	413 13 4	- -	2,821 1 0	7 8 0	- -	- -	- -	67 2 4	74 10 4
583 0 0	5	- -	- - -	- -	1,583 0 0	- -	- -	- -	- -	323 0 1	323 0 1
458 0 0	5	- -	128 11 0	52 10 0	1,639 1 0	—	—	—	—	—	—
552 0 0	5	- -	377 9 1	311 17 0	4,241 6 1	—	—	—	—	—	—
700 0 0	5	- -	- - -	- -	700 0 0	- -	- -	- -	- -	277 13 0	277 13 0
1,717 5 6	4	- -	1,248 18 3	- -	22,966 3 9	96 8 6	- -	41 15 0	22 11 8	1,306 13 1	1,467 8 3
372 0 0	4	- -	226 9 10	- -	10,598 9 10	- -	- -	- -	- -	40 3 6	40 3 6
676 16 0	5	- -	21 18 6	- -	698 14 6	- -	- -	- -	- -	68 16 3	68 16 3
519 10 0	5	- -	367 4 10	- -	6,886 14 10	70 6 4	- -	- -	- -	355 0 5	425 6 9
249 5 2	- -	- -	14,652 10 10	488 7 1	87,390 3 1	179 2 10	- -	41 15 0	22 11 8	4,161 12 1	4,405 1 7
475 3 9	3¼	- -	- - -	- -	17,475 3 9	- -	- -	- -	- -	675 1 3	675 1 3
233 7 5	3¼	- -	- - -	- -	5,233 7 5	- -	- -	- -	- -	339 14 2	339 14 2
534 16 10	3¼	- -	- - -	- -	24,534 16 10	- -	- -	- -	- -	294 17 0	294 17 0
168 5 3	3¼	- -	- - -	316 19 11	28,485 5 2	1,655 0 0	- -	- -	0 0 6	- - -	1,655 0 6
262 9 10	3¼	- -	- - -	- -	6,262 9 10	- -	- -	- -	- -	253 9 11	253 9 11
032 19 7	3¼	- -	- - -	- -	6,032 19 7	- -	- -	- -	- -	133 0 1	133 0 1
07 2 8	- -	- -	- - -	316 19 11	88,024 2 7	1,655 0 0	- -	- -	0 0 6	1,696 2 5	3,351 2 11

c Unclaimed. *d* For debts of 486*l.* 5*s.* *e* Including 25*l.* 15*s.* error in Sinking Fund.
h Including 50*l.* gratuity to widow of surveyor.

LONDON:
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

IN

SCOTLAND,

BETWEEN THE TERM OF WHITSUNDAY 1865 AND THE TERM OF WHITSUNDAY 1866.

PURSUANT TO THE ACT 12 & 13 VICT. CAP. 31.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

22042. 1868.

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOM

1. NAMES OF COUNTIES.	Trusts.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income.
SCOTLAND.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Aberdeen	34	6,308 18 5	407 2 9	8,365 17 3	- - -	2,057 4 11	- - -	10,423 2 2
Argyll	-	—	—	—	—	—	—	—
Ayr	18	2,702 5 2	830 14 1	15,737 7 6	- - -	1,231 3 7	- - -	16,968 11 1
Banff	15	2,367 7 1	323 8 6	2,181 3 3	- - -	52 4 7	- - -	2,233 7 10
Berwick	9	16,411 3 6	106 2 5	4,567 19 9	- - -	215 10 2	- - -	4,783 9 11
Bute	-	—	—	—	—	—	—	—
Caithness	-	—	—	—	—	—	—	—
Clackmannan	3	36 7 3	60 3 10	3,247 19 0	- - -	21 11 1	- - -	3,269 10 1
Dumbarton	8	3,497 19 11	391 17 10	5,719 19 6	- - -	279 5 7	- - -	5,999 5 1
Dumfries	6	5,570 6 4	1,236 17 7	4,777 13 7	- - -	274 2 7	1,100 0 0	6,151 16 2
Edinburgh	4	288 14 6	152 18 11	20,184 17 10	- - -	1,334 3 2	- - -	21,519 1 0
Elgin	1	242 8 8	- - -	212 0 9	- - -	9 4 1	- - -	221 4 10
Fife	7	3,208 12 9	- - -	10,382 4 5	- - -	797 18 5	- - -	11,180 2 10
Forfar	18	4,876 18 3	4,462 10 3	9,441 10 4	- - -	147 6 7	44 5 11	9,633 2 10
Haddington	1	- - -	1,780 3 9	2,401 7 0	- - -	7,253 11 5	- - -	9,654 18 5
Inverness	-	—	—	—	—	—	—	—
Kincardine	6	6,424 9 8	- - -	1,803 12 10	- - -	240 17 8	- - -	2,044 10 6
Kinross	4	679 5 1	47 10 11	2,256 16 4	- - -	185 3 8	- - -	2,442 0 0
Kirkcudbright	1	- - -	1,205 1 2	1,710 10 0	- - -	755 11 7	- - -	2,466 1 7
Lanark	22	11,880 14 2	656 9 6	53,047 12 5	0 13 3	700 18 8	- - -	53,749 4 4
Linlithgow	3	668 8 6	- - -	2,167 1 4	0 2 6	70 11 7	- - -	2,237 15 5
Nairn	-	—	—	—	—	—	—	—
Orkney	-	—	—	—	—	—	—	—
Peebles	7	559 16 10	- - -	1,141 6 0	- - -	75 18 1	- - -	1,217 4 1
Perth	28	9,639 13 10	1,644 6 9	12,481 17 4	- - -	644 11 0	- - -	13,126 8 4
Renfrew	5	394 2 6	5,275 12 2	17,813 6 6	- - -	194 9 3	- - -	18,007 15 9
Ross and Cromarty	-	—	—	—	—	—	—	—
Roxburgh	12	5,446 1 5	1,140 18 5	5,496 12 1	- - -	1,537 14 3	- - -	7,034 6 4
Selkirk	2	161 12 6	- - -	637 12 2	- - -	81 6 0	- - -	718 18 2
Stirling	9	1,709 10 8	333 13 10	7,561 11 9	- - -	343 17 7	- - -	7,905 9 4
Sutherland	-	—	—	—	—	—	—	—
Wigtown	2	2,070 10 0	5 3 6	290 0 0	- - -	102 14 7	- - -	392 14 7
Total	225	85,145 7 0	20,060 16 2	193,627 18 11	0 15 9	18,607 0 1	1,144 5 11	213,380 0 8

Home Office, Whitehall, 26th May 1868.

AND EXPENDITURE OF THE SEVERAL TURNPIKE TRUSTS IN SCOTLAND, between the Term of WHITSUNDAY 1865 and the Term of WHITSUNDAY 1866, pursuant to the 12th and 13th Vict. Cap. 31.

EXPENDITURE.																	DEBTS.						ARREARS OF INCOME.				
9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. TOTAL EXPENDITURE.	26. Bonded or Mortgage Debts.	27. Rate of Interest per Cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. TOTAL DEBITS.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. TOTAL ASSETS.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Average.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6,034 16 8	- - -	- - -	- - -	146 5 8	83 17 4	- - -	363 15 0	449 14 10	102 8 4	6,242 6 1	- - -	- - -	- - -	31 3 5	915 11 3	14,369 18 7	43,620 9 1	- -	- - -	921 16 1	441 6 2	44,983 11 4	149 14 4	52 10 6	164 7 5	2,396 5 5	2,762 17
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4,522 3 10	745 15 9	4,310 19 9	48 0 0	57 2 9	542 9 10	392 2 3	277 0 2	817 0 10	145 14 6	670 18 2	- - -	1,046 14 2	- - -	270 0 0	1,030 8 3	14,876 10 3	71,257 10 0	4¾	2,405 5 4	66,806 12 6	331 9 1	140,800 16 11	133 8 3	- - -	- - -	4,295 1 0	4,428 9
1,292 13 4	- - -	- - -	- - -	- - -	6 4 6	81 17 0	63 10 4	101 11 11	- - -	598 5 4	- - -	- - -	- - -	65 2 9	45 7 11	2,254 13 1	44,616 15 10	5	- - -	277,544 7 4	289 5 5	322,450 8 7	25 5 4	- - -	- - -	2,311 18 9	2,337 4
2,153 15 0	- - -	252 13 4	- - -	6 0 0	49 17 11	- - -	180 4 0	226 17 6	5 1 9	678 7 5	- - -	144 0 8	- - -	- - -	234 2 6	3,931 0 1	55,310 8 11	2½	- - -	20,633 4 2	211 3 11	76,154 17 0	51 0 0	- - -	44 15 0	17,368 14 10	17,464 9 1
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
842 9 1	319 12 10	169 7 7	- - -	- - -	36 3 8	- - -	70 0 0	180 4 0	- - -	1,431 13 4	- - -	147 12 10	- - -	- - -	87 10 7	3,284 13 11	53,210 0 0	3½	- - -	- - -	92 7 3	53,302 7 3	- - -	- - -	- - -	53 6 10	53 6
1,893 12 4	80 10 5	772 9 2	- - -	18 8 6	79 12 1	57 10 0	77 15 0	251 0 0	8 12 8	517 7 2	- - -	1,160 5 8	- - -	- - -	129 10 1	5,046 13 1	58,560 18 11	4½	1,596 3 2	19,673 2 0	318 7 10	80,148 11 11	70 12 0	- - -	3,808 8 2	4,377 1 11	8,256 2
2,320 8 4	22 4 0	741 10 7	- - -	6 14 6	93 10 9	50 0 0	216 4 6	502 0 1	176 1 3	660 1 8	- - -	1,117 10 9	- - -	- - -	229 2 2	6,135 8 7	40,392 12 7	4¾	- - -	16,809 18 10	- - -	57,202 11 5	- - -	- - -	- - -	4,349 16 4	4,349 16
10,406 7 11	3,466 1 9	88 10 0	10 0 0	90 8 7	468 11 10	- - -	429 19 9	1,373 5 4	23 11 10	291 10 6	- - -	4,059 1 6	- - -	- - -	225 14 2	20,933 3 2	3,912 10 0	4	- - -	- - -	- - -	3,912 10 0	- - -	- - -	- - -	721 13 5	721 13
6 2 3	- - -	- - -	- - -	- - -	- - -	10 10 0	5 5 0	- - -	- - -	103 19 0	- - -	- - -	- - -	- - -	- - -	125 16 3	2,079 0 0	5	3 0 0	4 16 0	- - -	2,086 16 0	- - -	- - -	- - -	337 17 3	337 17
5,655 1 10	1,598 17 2	949 3 8	- - -	165 12 6	339 0 5	128 3 7	220 14 2	743 14 8	2 18 5	267 14 0	- - -	232 13 4	20 0 6	565 0 0	239 13 8	11,128 7 11	15,275 0 0	4	250 0 0	- - -	- - -	15,525 0 0	173 13 3	- - -	127 6 5	3,260 7 8	3,561 7
4,225 10 0	508 12 6	149 2 5	- - -	46 15 8	332 11 4	115 0 0	262 15 6	542 14 4	119 16 2	1,957 19 10	- - -	166 13 4	4 2 3	1,811 12 4	349 10 10	10,592 16 6	82,598 17 2	3½	- - -	6,363 19 10	4,471 5 11	93,434 2 11	149 5 0	- - -	- - -	3,926 0 3	4,075 5
6,350 13 4	- - -	- - -	- - -	77 10 0	76 17 9	- - -	350 0 0	600 0 0	- - -	280 16 0	- - -	25 0 0	- - -	1,000 0 0	167 17 1	8,928 14 2	9,650 0 0	4½	- - -	- - -	1,053 19 6	10,703 19 6	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
950 16 11	- - -	- - -	7 18 4	- - -	134 4 6	23 4 9	82 15 0	87 19 6	3 19 8	764 9 0	- - -	460 14 7	- - -	- - -	952 2 11	3,468 5 2	31,139 1 3	4	- - -	15,293 1 11	225 12 6	46,657 15 8	69 8 4	100 0 0	457 13 9	5,226 7 6	5,853 9
400 19 9	148 18 10	339 17 3	- - -	- - -	61 13 0	83 8 0	34 9 1	170 0 0	8 19 10	718 8 0	- - -	- - -	- - -	- - -	51 3 2	2,017 16 11	40,250 12 10	4¼	417 8 5	7,331 18 3	25 17 6	48,025 17 0	243 10 0	70 0 0	- - -	1,081 14 9	1,395 4
- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	104 3 10	- - -	- - -	- - -	1,110 0 0	49 12 5	1,263 16 3	- - -	- -	- - -	- - -	2 15 10	2 15 10	50 15 0	- - -	- - -	- - -	50 15
5,855 1 2	1,019 16 8	5,961 15 2	90 0 0	372 14 6	1,297 8 6	730 0 0	681 14 0	1,112 15 0	9,756 2 9	6,154 19 7	- - -	3,007 15 10	444 17 6	793 8 9	919 17 9	48,198 7 2	239,265 11 4	4¾	7,884 11 1	124,197 10 11	847 1 0	372,194 14 4	- - -	- - -	601 18 9	17,622 2 10	18,224 1
918 15 1	8 14 0	480 15 9	- - -	- - -	85 5 8	- - -	60 0 0	100 0 0	10 19 3	214 1 8	- - -	52 11 11	- - -	500 0 0	62 14 0	2,493 17 4	5,077 9 9	3¾	- - -	- - -	166 12 2	5,244 1 11	113 5 0	55 1 0	- - -	578 18 9	747 4
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499 6 4	76 14 2	8 4 5	- - -	- - -	172 11 10	106 12 8	35 6 5	127 0 0	- - -	25 11 0	- - -	3 15 0	- - -	- - -	26 6 5	1,081 8 3	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	695 12 8	695 12
5,796 16 1	474 5 8	273 12 10	- - -	61 9 2	320 19 2	69 17 6	381 6 6	744 3 0	63 15 7	3,959 8 6	- - -	233 9 9	- - -	161 0 6	472 6 4	13,012 10 7	212,458 5 8	4¼	60 0 0	188,767 6 10	1,745 12 9	403,031 5 3	304 8 2	- - -	839 3 1	9,854 17 7	10,998 8
3,920 19 3	- - -	6,877 3 9	- - -	9 4 6	383 11 8	- - -	397 10 0	230 0 0	470 1 0	2,174 13 9	- - -	- - -	- - -	400 0 0	739 8 5	15,602 12 4	114,918 4 9	4¾	2,143 14 4	16,938 5 3	3,199 8 11	137,199 13 3	- - -	- - -	- - -	723 2 8	723 2
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2,545 8 9	- - -	357 15 9	- - -	- - -	380 7 8	- - -	204 2 6	429 18 0	40 4 4	741 4 9	40 0 0	2,337 6 3	- - -	20 0 0	172 14 3	7,269 2 3	33,979 14 6	4¾	- - -	30,997 16 2	945 12 8	65,923 3 4	119 13 0	- - -	71 3 5	5,015 19 9	5,206 16
305 11 4	66 15 9	129 13 11	- - -	- - -	59 2 11	- - -	45 0 0	69 11 0	- - -	21 10 2	13 10 0	364 6 6	- - -	60 18 9	23 12 0	1,159 12 4	732 16 5	3	- - -	- - -	353 15 2	1,086 11 7	- - -	- - -	- - -	74 13 6	74 13
3,721 19 11	109 6 0	90 10 6	- - -	19 1 0	23 8 9	- - -	276 0 0	407 10 0	- - -	1,747 19 1	- - -	27 15 0	- - -	700 0 0	383 4 1	7,506 14 4	66,244 15 9	3¾	- - -	8,877 0 0	301 4 2	75,422 19 11	13 5 0	- - -	710 0 0	2,075 16 0	2,799 1
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78 1 2	10 16 9	5 16 1	- - -	- - -	13 17 0	7 12 6	8 1 0	16 0 0	- - -	13 5 6	- - -	55 0 0	- - -	- - -	16 16 2	225 6 2	300 0 0	4½	- - -	- - -	- - -	300 0 0	15 0 0	- - -	7 2 6	2,292 14 11	2,299 1
3,607 9 8	8,657 2 3	21,959 1 11	155 18 4	1,077 7 4	5,041 8 1	1,855 18 3	4,723 7 11	9,283 0 0	10,938 7 4	30,340 13 4	53 10 0	14,642 7 1	469 0 3	7,488 6 6	7,524 6 5	204,907 4 8	1,224,850 14 9	- -	14,760 2 4	801,160 16 1	15,022 17 9	2,055,794 10 11	1,682 2 8	277 11 6	6,831 18 0	88,580 4 7	[illegible]

(Signed) JAMES FERGUSS

AN ABSTRACT of the General Statements of the INCOME and EXPENDITURE of the several TURNPIKE TRUSTS in SCOTLAND, between the Term of Whitsunday 1865 and the Term of Whitsunday 1866,—viz.

County of	ABERDEEN	34 Trusts	p. 6–9
—	ARGYLL	-	
—	AYR	18 Trusts	
—	BANFF	15 Trusts	p. 10–13
—	BERWICK	9 Trusts	
—	BUTE	-	
—	CAITHNESS	-	
—	CLACKMANNAN	3 Trusts	
—	DUMBARTON	8 Trusts	
—	DUMFRIES	6 Trusts	p. 14–17
—	EDINBURGH	4 Trusts	
—	ELGIN	1 Trust	
—	FIFE	7 Trusts	
—	FORFAR	18 Trusts	
—	HADDINGTON	1 Trust	p. 18–21
—	INVERNESS	-	
—	KINCARDINE	6 Trusts	
—	KINROSS	4 Trusts	
—	KIRKCUDBRIGHT	1 Trust	
—	LANARK	22 Trusts	
—	LINLITHGOW	3 Trusts	p. 22–25
—	NAIRN	-	
—	ORKNEY	-	
—	PEEBLES	7 Trusts	
—	PERTH	28 Trusts	
—	RENFREW	5 Trusts	
—	ROSS AND CROMARTY	-	p. 26–29
—	ROXBURGH	12 Trusts	
—	SELKIRK	2 Trusts	
—	STIRLING	9 Trusts	
—	SUTHERLAND	-	
—	WIGTOWN	2 Trusts	

SCOTLAND.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income.
COUNTY OF ABERDEEN.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Alford	96 4 9	- - -	162 0 0	- - -	40 0 0	- - -	202 0
2. Ballater *b*	- - -	- - -	1,006 11 3	- - -	80 2 1	- - -	1,086 13
3. Boyndlie	92 18 3	- - -	204 16 8	- - -	41 11 11	- - -	246 8
4. Bridge of Dee	- - -	4 18 9	82 15 5	- - -	4 0 0	- - -	86 15
5. Buchan	78 4 3	- - -	220 7 6	- - -	26 10 11	- - -	246 18
6. Charleston	34 17 6	- - -	199 0 0	- - -	101 8 6	- - -	300 8
7. Corgarff	135 3 9	- - -	20 0 0	- - -	30 2 2	- - -	50 2
8. Cortibrae	356 14 6	- - -	258 2 3	- - -	12 8 11	- - -	270 11
9. Deeside	341 14 0	- - -	506 0 0	- - -	32 14 6	- - -	538 14
10. Donside	747 11 7	- - -	351 9 2	- - -	340 13 6	- - -	692 2
11. Echt and Midmar	170 9 10	- - -	214 15 0	- - -	44 15 1	- - -	259 10
12. Ellon, Peterhead, and Fraserburgh	- - -	115 3 5	1,065 3 8	- - -	173 0 6	- - -	1,238 4
13. Fyvie	43 2 9	- - -	73 18 4	- - -	16 10 2	- - -	90 8
14. Gardensmill	136 19 10	- - -	148 0 0	- - -	34 13 3	- - -	182 13
15. Huntly	589 18 0	- - -	1,045 15 9	- - -	150 15 11	- - -	1,196 11
16. Insch and West Foudland	28 10 2	- - -	73 5 3	- - -	48 4 2	- - -	121 9
17. Inverury	2,209 0 10	- - -	- - -	- - -	55 4 7	- - -	55 4
18. Inverury and Forgue	59 11 2	- - -	54 0 0	- - -	104 9 3	- - -	158 9
19. Kemnay	6 0 11	- - -	21 17 9	- - -	43 19 0	- - -	65 16
20. Kinnethmont	5 16 2	- - -	54 10 5	- - -	29 10 0	- - -	84 0
21. Kintore and Alford	122 18 0	- - -	118 0 0	- - -	24 0 9	- - -	142 0
22. Longside	21 19 10	- - -	243 0 0	- - -	40 17 0	- - -	283 17
23. Newburgh	- - -	16 6 1	53 0 0	- - -	18 12 0	- - -	71 12
24. New Pitsligo	- - -	239 18 7	78 4 8	- - -	11 14 1	- - -	89 18
25. Old Meldrum	- - -	22 16 5	197 10 0	- - -	32 8 0	- - -	229 18
26. Raemoir and Lumphanan	46 11 1	- - -	75 0 0	- - -	45 9 2	- - -	120 9
27. Rhynie	172 11 5	- - -	256 13 7	- - -	41 9 8	- - -	298 3
28. Sheelagreen	45 15 7	- - -	106 0 0	- - -	18 16 1	- - -	124 16
29. Skene	219 19 7	- - -	704 10 3	- - -	51 5 2	- - -	755 15
30. Strichen	- - -	- - -	37 5 0	- - -	23 11 0	- - -	60 16
31. Strichen and Fraserburgh	- - -	7 19 6	72 0 0	- - -	51 19 2	- - -	123 19
32. Tarland	194 19 7	- - -	15 18 8	- - -	23 7 9	- - -	39 6
33. Turriff	317 9 8	- - -	543 16 8	- - -	225 5 8	- - -	769 2
34. Udny	33 15 5	- - -	102 10 0	- - -	37 15 0	- - -	140 5
£	6,308 18 5	407 2 9	8,365 17 3	- - -	2,057 4 11	- - -	10,423 2
COUNTY OF AYR.							
1. Ayr	- - -	489 13 5	3,295 1 2	- - -	314 12 8	- - -	3,609 13
Beith District:—							
2. Clerksbridge&MaichbridgeRoad	922 3 8	- - -	1,410 0 0	- - -	27 13 2	- - -	1,437 13
3. Kersebridge Road	56 17 3	- - -	343 0 0	- - -	3 2 0	- - -	346 2
4. Oldhall Bridge Road	- - -	64 3 10	74 12 6	- - -	- - -	- - -	74 12
5. Girvan	288 13 0	- - -	1,083 13 3	- - -	24 13 2	- - -	1,108 6
6. Irvine Bridge	284 6 5	- - -	- - -	- - -	12 10 9	- - -	12 10
Irvine District:—							
7. Fergus-hill Road	91 10 3	- - -	75 0 0	- - -	59 1 4	- - -	134 1
8. Girdle Road	33 13 4	- - -	39 12 1	- - -	1 10 2	- - -	41 2
9. Kelly Bridge Road	- - -	135 0 5	1,583 8 0	- - -	101 17 8	- - -	1,685 5
10. Stewarton Road	88 4 5	- - -	242 5 9	- - -	62 3 9	- - -	304 9
11. Kilmarnock	170 10 9	- - -	3,427 3 11	- - -	86 7 11	- - -	3,513 11
Largs District:—							
12. Dykehead Road	- - -	84 19 8	101 10 0	- - -	18 4 5	- - -	119 14
13. Howrat Road	16 18 4	- - -	140 11 5	- - -	14 2 5	- - -	154 13
Lochlibo District:—							
14. Lochlibo Road	6 11 5	- - -	220 19 1	- - -	10 2 1	- - -	231 1
15. Monkridden Road	- - -	27 15 1	41 0 0	- - -	3 5 0	- - -	44 5
16. Mauchline	602 2 2	- - -	1,483 8 4	- - -	169 11 11	- - -	1,653 0
17. Maybole	140 14 2	- - -	1,935 17 0	- - -	322 5 2	- - -	2,258 2
18. Stewarton	- - -	29 1 8	240 5 0	- - -	- - -	- - -	240 5
£	2,702 5 2	830 14 1	15,737 7 6	- - -	1,231 3 7	- - -	16,968 11

* The tolls were abolished at Whitsunday 1866. The amounts entered under the head of Debts are the declared value of the several debts, the balance of such debts, and all arrears of interest have been extinguished.

SCOTLAND.

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
a 81 19 11	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	12 0 0	- - -
a 290 1 1	- - -	- - -	- - -	- - -	- - -	- - -	22 10 0	- - -	- - -
a 147 19 3	- - -	- - -	- - -	- - -	- - -	- - -	8 0 0	9 12 8	- - -
a 70 18 2	- - -	- - -	- - -	0 3 6	- - -	- - -	5 5 0	1 10 0	- - -
a 137 11 8	- - -	- - -	- - -	5 0 0	- - -	- - -	8 8 0	11 18 4	- - -
a 203 12 9	- - -	- - -	- - -	12 10 0	- - -	- - -	10 0 0	12 0 0	- - -
a 101 6 9	- - -	- - -	- - -	- - -	- - -	- - -	2 2 0	- - -	- - -
a 149 1 8	- - -	- - -	- - -	14 5 6	- - -	- - -	7 10 0	10 2 6	- - -
a 344 19 5	- - -	- - -	- - -	7 1 11	- - -	- - -	15 0 0	15 0 0	- - -
a 178 8 7	- - -	- - -	- - -	- - -	- - -	- - -	8 8 0	20 0 0	102 8 4
a 134 17 0	- - -	- - -	- - -	0 12 3	- - -	- - -	10 0 0	15 0 0	- - -
a 947 4 3	- - -	- - -	- - -	21 17 6	44 0 4	- - -	45 0 0	55 0 0	- - -
a 92 18 2	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	5 0 0	- - -
a 107 3 8	- - -	- - -	- - -	14 0 0	- - -	- - -	8 0 0	13 0 0	- - -
a 71 13 5	- - -	- - -	- - -	4 17 9	0 3 6	- - -	21 0 0	26 0 0	- - -
a 39 5 6	- - -	- - -	- - -	- - -	1 6 2	- - -	5 5 0	1 1 0	- - -
1,113 18 1	- - -	- - -	- - -	43 14 9	23 19 9	- - -	25 0 0	45 0 0	- - -
a 159 8 8	- - -	- - -	- - -	1 0 0	- - -	- - -	21 0 0	15 0 0	- - -
a 8 16 0	- - -	- - -	- - -	2 12 6	- - -	- - -	5 5 0	2 2 0	- - -
a 28 15 9	- - -	- - -	- - -	- - -	0 14 6	- - -	5 0 0	5 0 0	- - -
a 107 14 5	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	5 0 0	- - -
a 211 10 0	- - -	- - -	- - -	1 12 0	- - -	- - -	10 0 0	15 0 0	- - -
a 54 16 0	- - -	- - -	- - -	2 0 0	- - -	- - -	5 5 0	10 0 0	- - -
a 94 14 8	- - -	- - -	- - -	- - -	- - -	- - -	4 4 0	5 13 4	- - -
a 231 14 2	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	20 0 0	- - -
a 61 6 0	- - -	- - -	- - -	- - -	- - -	- - -	8 8 0	5 0 0	- - -
a 34 9 2	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
a 71 8 6	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	5 0 0	- - -
a 472 0 6	- - -	- - -	- - -	7 14 0	- - -	- - -	15 0 0	34 10 0	- - -
a 23 17 2	- - -	- - -	- - -	- - -	1 0 2	- - -	- - -	6 8 4	- - -
a 38 14 8	- - -	- - -	- - -	2 12 0	- - -	- - -	6 0 0	8 5 0	- - -
- - -	- - -	- - -	- - -	- - -	1 0 0	- - -	5 0 0	7 10 0	- - -
a 153 15 9	- - -	- - -	- - -	2 5 0	11 12 11	- - -	15 15 0	32 1 8	- - -
a 68 15 11	- - -	- - -	- - -	2 7 0	- - -	- - -	10 0 0	11 0 0	- - -
6,034 16 8	- - -	- - -	- - -	146 5 8	83 17 4	- - -	363 15 0	449 14 10	102 8 4
764 16 4	- - -	*c* 1,036 19 11	- - -	15 12 6	176 18 2	75 0 0	74 18 1	175 0 0	- - -
231 12 9	50 12 11	447 16 6	20 0 0	7 19 0	10 11 8	28 2 2	42 3 4	46 2 1	7 15 8
101 3 6	- - -	88 10 5	- - -	2 4 6	3 19 9	6 16 8	10 5 2	11 4 4	- - -
26 17 10	- - -	*c* 28 12 11	- - -	- - -	- - -	1 12 8	2 9 0	2 13 7	- - -
306 18 11	37 7 6	198 14 5	- - -	1 5 4	33 15 2	22 11 5	10 0 0	70 0 0	- - -
2 10 0	0 10 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
27 12 2	14 9 2	7 10 11	- - -	- - -	0 13 0	1 17 6	2 1 0	2 11 6	2 14 2
39 9 5	7 15 5	4 11 0	- - -	- - -	2 0 0	0 19 9	1 1 7	1 7 2	1 8 6
561 14 6	345 10 4	123 2 8	28 0 0	4 0 0	25 0 0	40 18 6	44 11 11	56 9 4	59 5 4
105 13 6	44 15 5	22 7 9	- - -	6 10 0	2 10 0	7 11 6	8 5 0	10 5 6	11 0 0
745 15 1	- - -	*c* 1,456 19 10	- - -	0 12 0	87 5 9	75 0 0	40 0 0	200 0 0	- - -
29 1 0	- - -	*c* 12 12 4	- - -	- - -	- - -	2 0 3	3 0 5	8 2 6	- - -
31 11 2	- - -	*c* 24 6 4	- - -	- - -	33 6 0	2 15 10	4 3 8	12 5 0	- - -
119 16 2	26 18 7	16 1 8	- - -	2 17 2	1 3 0	5 15 6	6 12 6	7 18 4	- - -
26 6 3	5 10 2	2 13 6	- - -	- - -	0 5 6	1 0 6	1 3 6	1 8 2	- - -
449 14 11	- - -	*c* 481 15 10	- - -	12 15 9	77 7 0	55 0 0	26 5 0	66 13 4	63 10 10
721 13 7	212 6 3	358 3 9	- - -	3 6 6	87 14 10	55 0 0	- - -	110 0 0	- - -
229 16 9	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	35 0 0	- - -
4,522 3 10	745 15 9	4,310 19 9	48 0 0	57 2 9	542 9 10	392 2 3	277 0 2	817 0 10	145 14 6

(Continued on page 8.)

a Including materials, &c. *b* No returns forwarded in previous years. *c* Including carriage.

SCOTLAND.

(Continued from page 7.)

NAMES OF TRUSTS.	EXPENDITURE—*continued.* 19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure.
COUNTY OF ABERDEEN.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Alford	176 4 7	-	-	-	-	12 19 2	293 13
2. Ballater	656 6 4	-	-	-	-	92 8 11	1,061 6
3. Boyndlie	125 0 0	-	-	-	-	13 18 7	304 10
4. Bridge of Dee	-	-	-	-	-	4 0 0	81 16
5. Buchan	118 16 7	-	-	-	19 18 5	9 13 9	311 6
6. Charleston	66 7 4	-	-	-	-	17 6 7	321 16
7. Corgarff	75 16 1	-	-	-	-	5 9 1	184 13
8. Cortibrae	160 17 7	-	-	-	-	17 19 10	359 17
9. Deeside	314 10 9	-	-	-	-	22 13 7	719 5
10. Donside	820 7 2	-	-	-	-	*a* 275 18 9	1,405 10
11. Echt and Midmar	192 2 10	-	-	-	-	7 11 2	360 3
12. Ellon, Peterhead, and Fraserburgh	-	-	-	-	-	67 19 3	1,181 1
13. Fyvie	43 5 8	-	-	-	-	10 9 10	156 18
14. Gardensmill	97 2 6	-	-	-	-	12 8 11	251 15
15. Huntly	1,090 11 11	-	-	-	-	31 15 3	1,246 1
16. Insch and West Foudland	97 4 0	-	-	-	-	3 2 11	147 4
17. Inverury	-	-	-	-	-	133 13 5	1,385 6
18. Inverury and Forgue	-	-	-	-	-	11 11 11	208 0
19. Kemnay	50 1 8	-	-	-	-	1 13 11	70 11
20. Kinnethmont	7 10 0	-	-	-	-	7 13 10	54 14
21. Kintore and Alford	81 12 9	-	-	-	-	7 0 2	211 17
22. Longside	-	-	-	-	-	13 2 6	251 4
23. Newburgh	-	-	-	-	-	8 0 10	80 1
24. New Pitsligo	-	-	-	-	-	5 2 10	109 14
25. Old Meldrum	-	-	-	-	-	16 15 7	278 9
26. Raemoir and Lumphanan	74 11 8	-	-	-	-	8 13 4	157 19
27. Rhynie	403 18 2	-	-	-	-	6 0 5	464 7
28. Sheelagreen	83 13 2	-	-	-	-	9 4 5	174 11
29. Skene	400 9 8	-	-	-	-	23 19 9	953 13
30. Strichen	26 2 10	-	-	-	-	3 7 6	60 16
31. Strichen and Fraserburgh	53 3 6	-	-	-	-	7 4 6	115 19
32. Tarland	165 11 0	-	-	-	-	2 8 5	181 9
33. Turriff	808 19 5	-	-	-	11 5 0	35 9 1	1,071 3
34. Udny	51 18 11	-	-	-	-	8 13 3	152 15
£	6,242 6 1	-	-	-	31 3 5	915 11 3	14,369 18
COUNTY OF AYR.							
1. Ayr	71 4 11	-	256 18 8	-	-	528 4 0	3,175 12
Beith District :—							
2. Clerksbridge&MaichbridgeRoad	-	-	236 13 10	-	-	57 2 2	1,186 12
3. Kersebridge Road	17 12 0	-	19 6 6	-	-	4 18 10	266 1
4. Oldhall Bridge Road	-	-	-	-	-	3 2 8	65 8
5. Girvan	255 4 11	-	16 5 0	-	40 0 0	16 8 9	1,008 11
6. Irvine Bridge	-	-	-	-	-	0 15 1	3 15
Irvine District :—							
7. Fergus-hill Road	-	-	78 19 0	-	-	11 3 6	149 11
8. Girdle Road	-	-	-	-	-	1 17 0	60 9
9. Kelly Bridge Road	80 4 6	-	197 5 10	-	-	79 0 6	1,645 3
10. Stewarton Road	-	-	74 4 1	-	-	9 13 6	302 16
11. Kilmarnock	157 6 8	-	35 7 6	-	200 0 0	83 8 1	3,081 14
Largs District :—							
12. Dykehead Road	-	-	6 2 3	-	-	5 19 0	66 17
13. Howrat Road	-	-	-	-	-	10 8 6	118 16
Lochlibo District :—							
14. Lochlibo Road	-	-	-	-	-	8 5 9	195 8
15. Monkridden Road	-	-	3 5 0	-	-	3 0 1	44 12
16. Mauchline	-	-	105 15 7	-	-	78 15 8	1,417 13
17. Maybole	89 5 2	-	16 10 11	-	30 0 0	126 5 7	1,810 6
18. Stewarton	-	-	-	-	-	1 19 7	276 16
£	670 18 2	-	1,046 14 2	-	270 0 0	1,030 8 3	14,876 10

a Including 246*l.* 17*s.* 7*d.* invested in consols for repair of bridges.

- - - - SCOTLAND.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debits.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,794 9 3	- -	- -	- - -	- - -	1,794 9 3	- -	- -	- -	4 11 1	4 11 1
6,000 0 0	- -	- -	- - -	- - -	6,000 0 0	- -	- -	- -	25 7 0	25 7 0
1,119 5 7	- -	- -	- - -	- - -	1,119 5 7	38 3 4	- -	- -	34 16 4	72 19 8
—	—	—	—	—	—	—	—	—	—	—
596 17 7	- -	- -	10 5 2	- - -	607 2 9	- -	- -	- -	13 15 11	13 15 11
1,180 11 5	- -	- -	- - -	- - -	1,180 11 5	- -	- -	- -	13 9 4	13 9 4
54 16 10	- -	- -	- - -	- - -	54 16 10	- -	- -	- -	0 12 0	0 12 0
1,728 15 1	- -	- -	190 13 0	- - -	1,919 8 1	15 1 4	- -	22 16 8	267 8 7	305 6 7
3,216 3 10	- -	- -	- - -	- - -	3,216 3 10	- -	- -	- -	161 2 10	161 2 10
1,304 14 8	- -	- -	26 19 0	- - -	1,331 13 8	- -	- -	- -	34 3 5	34 3 5
486 19 0	- -	- -	67 17 2	- - -	554 16 2	3 5 0	- -	- -	69 16 8	73 1 8
- - -	- -	- -	- - -	58 0 7	58 0 7	- -	10 5 0	135 1 2	- - -	145 6 2
577 5 7	- -	- -	- - -	23 7 5	600 13 0	24 5 0	- -	- -	- - -	24 5 0
941 1 3	- -	- -	- - -	- - -	941 1 3	- -	42 5 6	- -	67 18 0	110 3 6
4,648 15 1	- -	- -	526 2 7	- - -	5,174 17 8	- -	- -	- -	540 7 10	540 7 10
653 8 0	- -	- -	- - -	- - -	653 8 0	- -	- -	- -	2 15 0	2 15 0
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	878 19 5	878 19 5
937 10 0	- -	- -	- - -	- - -	937 10 0	- -	- -	- -	9 19 10	9 19 10
434 9 2	- -	- -	- - -	- - -	434 9 2	- -	- -	- -	1 6 7	1 6 7
- - -	- -	- -	- - -	- - -	- - -	- -	- -	1 9 7	35 2 6	36 12 1
952 4 6	- -	- -	48 9 6	- - -	1,000 14 0	- -	- -	- -	53 1 5	53 1 5
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	54 12 4	54 12 4
- - -	- -	- -	- - -	24 15 11	24 15 11	—	—	—	—	—
- - -	- -	- -	- - -	259 14 8	259 14 8	—	—	—	—	—
959 0 2	- -	- -	- - -	71 8 2	1,030 8 4	—	—	—	—	—
596 13 10	- -	- -	- - -	- - -	596 13 10	6 13 4	- -	5 0 0	9 1 3	20 14 7
1,335 9 9	- -	- -	- - -	- - -	1,335 9 9	- -	- -	- -	6 6 11	6 6 11
1,225 1 11	- -	- -	- - -	3 19 5	1,229 1 4	—	—	—	—	—
4,094 17 1	- -	- -	- - -	- - -	4,094 17 1	- -	- -	- -	22 1 1	22 1 1
210 6 11	- -	- -	- - -	- - -	210 6 11	—	—	—	—	—
1,852 18 4	- -	- -	- - -	- - -	1,852 18 4	28 0 0	- -	- -	- - -	28 0 0
216 0 10	- -	- -	51 9 8	- - -	267 10 6	34 6 4	- -	- -	52 16 7	87 2 11
6,052 4 7	- -	- -	- - -	- - -	6,052 4 7	- -	- -	- -	15 8 2	15 8 2
450 8 10	- -	- -	- - -	- - -	450 8 10	- -	- -	- -	21 5 4	21 5 4
43,620 9 1	- -	- -	921 16 1	441 6 2	44,983 11 4	149 14 4	52 10 6	164 7 5	2,396 5 5	2,762 17 8
3,034 13 0	5	2,057 1 1	6,327 10 5	55 12 2	11,474 16 8	37 7 8	- -	- -	- - -	37 7 8
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	1,173 4 9	1,173 4 9
440 0 0	4	- -	- - -	- - -	440 0 0	- -	- -	- -	136 17 7	136 17 7
- - -	- -	- -	- - -	55 0 0	55 0 0	33 7 6	- -	- -	- - -	33 7 6
17,407 12 7	4 & 5	- -	11,523 0 9	- - -	28,930 13 4	8 0 0	- -	- -	388 8 0	396 8 0
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	293 2 1	293 2 1
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	75 19 8	75 19 8
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	14 5 9	14 5 9
1,563 15 1	5	- -	78 3 9	94 18 2	1,736 17 0	26 0 0	- -	- -	- - -	26 0 0
- - -	- -	- -	- - -	- - -	- - -	2 10 0	- -	- -	89 17 8	92 7 8
3,405 14 3	5	- -	139 0 8	- - -	3,544 14 11	- -	- -	- -	602 7 8	602 7 8
- - -	- -	- -	- - -	32 3 0	32 3 0	2 10 0	- -	- -	- - -	2 10 0
6,326 15 2	5	- -	8,420 17 9	- - -	14,747 12 11	22 12 0	- -	- -	52 15 8	75 7 8
7,465 0 2	5	- -	12,779 18 6	- - -	20,244 18 8	1 1 1	- -	- -	42 3 11	43 5 0
1,419 1 6	5	- -	2,585 0 9	28 2 9	4,032 5 0	—	—	—	—	—
b 9,058 2 9	5	- -	10,308 17 0	- - -	19,366 19 9	- -	- -	- -	837 8 6	837 8 6
21,136 15 6	5	348 4 3	14,644 2 11	- - -	36,129 2 8	- -	- -	- -	588 9 9	588 9 9
- - -	- -	- -	- - -	65 13 0	65 13 0	—	—	—	—	—
71,257 10 0	- -	2,405 5 4	66,806 12 6	331 9 1	140,800 16 11	133 8 3	- -	- -	4,295 1 0	4,428 9 3

b Including interest added in 1827, upon which interest is not charged.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income
COUNTY OF BANFF.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Aberlour and Inveravon	678 17 6	- - -	89 0 0	- - -	20 13 0	- - -	109 13
2. Boat of Bridge	113 10 7	- - -	49 10 0	- - -	2 13 0	- - -	52 3
3. Boharm Suspension Bridge	162 8 8	- - -	27 10 0	- - -	3 10 5	- - -	31 0
4. Botriphny	80 9 11	- - -	83 0 0	- - -	1 17 5	- - -	84 17
5. Boyndie	107 0 11	- - -	236 0 0	- - -	1 8 9	- - -	237 8
6. Cullen	- - -	31 19 0	223 12 0	- - -	- - -	- - -	223 12
7. Deskford	70 18 4	- - -	106 0 0	- - -	2 11 1	- - -	108 11
8. Eastside Bridge	476 4 1	- - -	165 0 0	- - -	3 8 6	- - -	168 8
9. Enzie	94 15 11	- - -	116 11 0	- - -	2 4 10	- - -	118 15
10. Fochabers	22 17 1	- - -	35 0 0	- - -	1 1 2	- - -	36 1
11. Forglen	0 3 11	- - -	99 0 0	- - -	0 3 1	- - -	99 3
12. Keith	196 12 2	- - -	133 3 4	- - -	5 2 7	- - -	138 5
13. Marnoch	307 13 7	- - -	502 16 11	- - -	5 18 7	- - -	508 15
14. Port Gordon	- - -	291 9 6	118 0 0	- - -	- - -	- - -	118 0
15. Portsoy, Keith, and Huntly	55 14 5	- - -	197 0 0	- - -	1 12 2	- - -	198 12
£	2,367 7 1	323 8 6	2,181 3 3	- - -	52 4 7	- - -	2,233 7
COUNTY OF BERWICK.							
1. Berwickshire, Eastern District	14 5 5	- - -	597 0 0	- - -	4 14 11	- - -	601 14
2. Coldstream Bridge	10,362 19 3	- - -	382 5 9	- - -	- - -	- - -	382 5
3. Cornhill District	2,951 0 9	- - -	487 12 0	- - -	118 0 0	- - -	605 12
4. Deanburn District	- - -	12 16 6	629 10 0	- - -	- - -	- - -	629 10
5. Dunse and Westruther	666 15 3	- - -	35 0 0	- - -	16 18 7	- - -	51 18
6. Ladykirk and Norham Bridge	837 3 9	- - -	350 0 0	- - -	26 5 3	- - -	376 5
7. Mertoun Bridge	- - -	93 5 11	127 10 0	- - -	- - -	- - -	127 10
8. Middle District and Upsettlington Branch	250 1 4	- - -	1,806 12 0	- - -	7 2 2	- - -	1,813 14
9. Whiteburn and Kelso	1,328 17 9	- - -	152 10 0	- - -	42 9 3	- - -	194 19
£	16,411 3 6	106 2 5	4,567 19 9	- - -	215 10 2	- - -	4,783 9
COUNTY OF CLACKMANNAN.							
1. Clackmannanshire	- - -	17 14 7	1,221 10 0	- - -	- - -	- - -	1,221 10
2. Kinross and Alloa	- - -	42 9 3	254 9 0	- - -	- - -	- - -	254 9
3. Ochil	36 7 3	- - -	1,772 0 0	- - -	21 11 1	- - -	1,793 11
£	36 7 3	60 3 10	3,247 19 0	- - -	21 11 1	- - -	3,269 10
COUNTY OF DUMBARTON.							
1. Cumbernauld	117 1 5	- - -	1,798 8 4	- - -	- - -	- - -	1,798 8 4
2. Gareloch	292 6 5	- - -	*d* 1,112 0 0	- - -	61 6 10	- - -	1,173 6 10
3. Helensburgh	- - -	126 13 2	317 0 0	- - -	- - -	- - -	317 0 0
4. Kilmaronock	- - -	265 4 8	478 6 7	- - -	3 19 8	- - -	482 6 3
5. Kirkintilloch and Cumbernauld	105 1 1	- - -	405 0 0	- - -	12 7 10	- - -	417 7 10
6. Lawmuir	488 3 9	- - -	185 4 11	- - -	15 10 1	- - -	200 15 0
7. Luss	227 2 3	- - -	997 19 8	- - -	8 17 4	- - -	1,006 17 0
8. Yoker	2,268 5 0	- - -	426 0 0	- - -	177 3 10	- - -	603 3 10
£	3,497 19 11	391 17 10	5,719 19 6	- - -	279 5 7	- - -	5,999 5 1

a Including materials, &c. *b* Including carriage.

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
a 77 0 10	- - -	- - -	- - -	- - -	- - -	5 5 0	3 6 6	5 0 0	- - -
a 17 3 5	- - -	- - -	- - -	- - -	- - -	3 3 0	1 8 7	5 0 0	- - -
- -	- - -	- - -	- - -	- - -	0 19 10	2 2 0	0 17 6	- - -	- - -
a 42 2 3	- - -	- - -	- - -	- - -	- - -	4 4 0	2 8 5	5 5 0	- - -
148 7 11	- - -	- - -	- - -	- - -	- - -	8 0 0	6 11 3	14 13 4	- - -
119 1 5	- - -	- - -	- - -	- - -	- - -	5 0 0	6 15 7	7 10 0	- - -
203 10 5	- - -	- - -	- - -	- - -	- - -	5 0 0	2 17 9	7 10 0	- - -
- -	- - -	- - -	- - -	- - -	5 4 8	3 3 0	4 19 9	0 18 7	- - -
a 37 0 5	- - -	- - -	- - -	- - -	- - -	5 0 0	2 16 9	4 14 4	- - -
a 12 12 8	- - -	- - -	- - -	- - -	- - -	5 0 0	1 7 5	3 11 10	- - -
a 83 9 6	- - -	- - -	- - -	- - -	- - -	5 5 0	3 5 4	5 10 0	- - -
a 72 4 6	- - -	- - -	- - -	- - -	- - -	5 5 0	3 7 8	10 0 0	- - -
288 3 10	- - -	- - -	- - -	- - -	- - -	10 0 0	14 13 5	16 5 0	- - -
a 11 18 8	- - -	- - -	- - -	- - -	- - -	5 0 0	2 18 11	5 13 10	- - -
179 17 6	- - -	- - -	- - -	- - -	- - -	10 10 0	5 15 6	10 0 0	- - -
,292 13 4	- - -	- - -	- - -	- - -	6 4 6	81 17 0	63 10 4	101 11 11	- - -
105 5 0	- - -	b 126 10 0	- - -	- - -	2 0 2	- - -	20 0 0	20 0 0	5 1 9
- -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
a 437 5 2	- - -	- - -	- - -	- - -	23 12 3	- - -	35 0 0	31 17 6	- - -
222 2 9	- - -	b 126 3 4	- - -	6 0 0	17 12 0	- - -	25 0 0	20 0 0	- - -
27 11 0	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	3 0 0	- - -
a 43 11 5	- - -	- - -	- - -	- - -	- - -	- - -	6 6 0	5 0 0	- - -
9 18 7	- - -	- - -	- - -	- - -	2 13 6	- - -	5 5 0	2 0 0	- - -
1,197 10 6	- - -	- - -	- - -	- - -	- - -	- - -	65 0 0	115 0 0	- - -
c 110 10 7	- - -	- - -	- - -	- - -	4 0 0	- - -	8 8 0	15 0 0	- - -
2,153 15 0	- - -	252 13 4	- - -	6 0 0	49 17 11	- - -	180 4 0	226 17 6	5 1 9
306 3 9	102 0 10	53 4 7	- - -	- - -	19 9 1	- - -	30 0 0	79 2 0	- - -
139 4 3	41 8 10	18 5 4	- - -	- - -	2 4 4	- - -	10 0 0	22 0 0	- - -
397 1 1	176 3 2	97 17 8	- - -	- - -	14 10 3	- - -	30 0 0	79 2 0	- - -
842 9 1	319 12 10	169 7 7	- - -	- - -	36 3 8	- - -	70 0 0	180 4 0	- - -
a 875 16 0	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	50 0 0	- - -
161 14 0	13 17 11	- - -	- - -	- - -	15 0 9	7 10 0	7 10 0	- - -	- - -
78 8 8	4 0 6	104 5 2	- - -	- - -	3 11 7	10 0 0	5 0 0	13 0 0	1 17 9
140 8 1	10 10 0	150 1 6	- - -	- - -	8 11 8	10 0 0	- - -	44 0 0	3 13 0
a 115 1 8	- - -	- - -	- - -	- - -	23 4 2	- - -	20 0 0	20 0 0	- - -
78 17 7	- - -	25 0 0	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
295 11 6	29 3 6	309 12 1	- - -	- - -	15 1 7	15 0 0	10 0 0	64 0 0	1 8 8
147 14 10	22 18 6	183 10 5	- - -	18 8 6	14 2 4	15 0 0	5 5 0	50 0 0	1 13 3
1,893 12 4	80 10 5	772 9 2	- - -	18 8 6	79 12 1	57 10 0	77 15 0	251 0 0	8 12 8

(Continued on page 12.)

c Contract work.

d For two years.

(Continued from page 11.)

NAMES OF TRUSTS.	EXPENDITURE—*continued.* 19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25 Tot Expend
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
COUNTY OF BANFF.							
1. Aberlour and Inveravon	- - -	- - -	- - -	- - -	- - -	2 2 7	92
2. Boat of Bridge	- - -	- - -	- - -	- - -	- - -	1 8 9	28
3. Boharm Suspension Bridge	33 3 9	- - -	- - -	- - -	- - -	2 0 0	39
4. Botriphny	40 0 0	- - -	- - -	- - -	- - -	1 7 8	95
5. Boyndie	148 5 9	- - -	- - -	- - -	- - -	1 6 4	327
6. Cullen	- - -	- - -	- - -	- - -	- - -	4 0 6	142
7. Deskford	- - -	- - -	- - -	- - -	- - -	0 19 7	219
8. Eastside Bridge	102 19 10	- - -	- - -	- - -	65 2 9	5 10 5	187
9. Enzie	92 11 3	- - -	- - -	- - -	- - -	2 0 9	144
10. Fochabers	- - -	- - -	- - -	- - -	- - -	1 8 4	24
11. Forglen	6 12 9	- - -	- - -	- - -	- - -	2 5 0	106
12. Keith	- - -	- - -	- - -	- - -	- - -	2 0 9	92
13. Marnoch	134 8 8	- - -	- - -	- - -	- - -	13 16 0	477
14. Port Gordon	40 3 4	- - -	- - -	- - -	- - -	2 12 3	68
15. Portsoy, Keith, and Huntly	- - -	- - -	- - -	- - -	- - -	2 9 0	208
£	598 5 4	- - -	- - -	- - -	65 2 9	45 7 11	2,254
COUNTY OF BERWICK.							
1. Berwickshire, Eastern District	254 3 9	- - -	3 13 8	- - -	- - -	35 12 6	572
2. Coldstream Bridge	- - -	- - -	- - -	- - -	- - -	14 16 0	39
3. Cornhill District	90 5 6	- - -	- - -	- - -	- - -	23 4 2	641
4. Deanburn District	134 2 2	- - -	- - -	- - -	- - -	33 5 2	584
5. Dunse and Westruther	- - -	- - -	- - -	- - -	- - -	0 19 1	36
6. Ladykirk and Norham Bridge	- - -	- - -	- - -	- - -	- - -	7 19 1	62
7. Mertoun Bridge	199 16 0	- - -	- - -	- - -	- - -	25 14 11	245
8. Middle District and Upsettlington Branch	- - -	- - -	108 7 0	- - -	- - -	82 4 1	1,568
9. Whiteburn and Kelso	- - -	- - -	32 0 0	- - -	- - -	10 7 6	180
£	678 7 5	- - -	144 0 8	- - -	- - -	234 2 6	3,931
COUNTY OF CLACKMANNAN.							
1. Clackmannanshire	591 13 4	- - -	35 17 11	- - -	- - -	38 12 4	1,256
2. Kinross and Alloa	- - -	- - -	3 5 9	- - -	- - -	15 10 1	251
3. Ochil	840 0 0	- - -	108 9 2	- - -	- - -	33 8 2	1,776
£	1,431 13 4	- - -	147 12 10	- - -	- - -	87 10 7	3,284
COUNTY OF DUMBARTON.							
1. Cumbernauld	183 7 3	- - -	821 7 9	- - -	- - -	47 0 9	1,997
2. Gareloch	35 2 10	- - -	66 12 1	- - -	- - -	15 11 5	322
3. Helensburgh	22 15 10	- - -	- - -	- - -	- - -	4 15 2	247
4. Kilmaronock	17 17 8	- - -	- - -	- - -	- - -	10 17 8	395
5. Kirkintilloch and Cumbernauld	193 15 6	- - -	- - -	- - -	- - -	28 17 4	400
6. Lawmuir	- - -	- - -	2 7 0	- - -	- - -	5 3 8	131
7. Luss	64 8 1	- - -	- - -	- - -	- - -	11 15 9	816
8. Yoker	- - -	- - -	269 18 10	- - -	- - -	5 8 4	734
£	517 7 2	- - -	1,060 5 8	- - -	- - -	129 10 1	5,046

a Including interest upon arrears of interest. *b* No interest charged on 335*l.* *c* Including 850*l.* at 4 per cent.
g No interest paid this year on 9,580*l.* *h* Calculated from 1844. *i* Also a large sum due to the trustees.
m No interest paid on 11,333*l.* 6*s.* 8*d.* postponed debt. *n* Including 2,150*l.* not bearing interest. *o* Due to Yoker Road trustees.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debits.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
,259 3 0	5	- -	a22,890 4 1	- - -	25,149 7 1	7 0 0	- -	- -	695 15 7	702 15 7
,110 11 3	5	- -	a11,891 10 2	- - -	14,002 1 5	3 6 8	- -	- -	137 9 10	140 16 6
,375 0 0	5	- -	a12,069 1 5	- - -	15,444 1 5	7 10 0	- -	- -	154 6 0	161 16 0
,685 0 0	5	- -	a 9,517 14 7	- - -	13,202 14 7	- -	- -	- -	70 0 0	70 0 0
,330 12 6	5	- -	a30,361 1 1	- - -	34,691 13 7	- -	- -	- -	17 5 1	17 5 1
,551 17 2	5	- -	a40,096 11 0	- - -	44,648 8 2	- -	- -	- -	49 5 6	49 5 6
,716 4 2	5	- -	a 9,879 18 9	40 8 4	13,636 11 3	—	—	—	—	—
669 17 3	5	- -	- - -	- - -	669 17 3	- -	- -	- -	456 13 7	456 13 7
,491 12 9	5	- -	a11,498 18 3	- - -	12,990 11 0	- -	- -	- -	69 8 3	69 8 3
,747 5 0	5	- -	a10,336 10 3	- - -	13,083 15 3	- -	- -	- -	34 18 0	34 18 0
,082 15 9	5	- -	a19,457 7 10	7 0 7	22,547 4 2	—	—	—	—	—
- -	- -	- -	- - -	- - -	- - -	7 8 8	- -	- -	242 0 2	249 8 10
,313 7 0	5	- -	a60,016 4 11	- - -	66,329 11 11	- -	- -	- -	339 2 2	339 2 2
,350 0 0	5	- -	a 4,191 6 1	241 16 6	5,783 2 7	—	—	—	—	—
,933 10 0	5	- -	a35,337 18 11	- - -	40,271 8 11	- -	- -	- -	45 14 7	45 14 7
,616 15 10	- -	- -	277,544 7 4	289 5 5	322,450 8 7	25 5 4	- -	- -	2,311 18 9	2,337 4 1
,888 10 0	f- -	- -	- - -	- - -	17,888 10 0	51 0 0	- -	- -	43 13 6	94 13 6
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	10,705 9 0	10,705 9 0
,446 10 11	3½	- -	- - -	- - -	2,446 10 11	- -	- -	- -	2,915 8 2	2,915 8 2
3,357 17 8	g 3½	- -	- - -	- - -	13,357 17 8	- -	- -	- -	32 8 1	32 8 1
,528 3 8	(none)	- -	- - -	- - -	8,528 3 8	- -	- -	- -	681 18 9	681 18 9
,000 0 0	4	- -	h6,720 0 0	- - -	14,720 0 0	- -	- -	- -	1,150 12 6	1,150 12 6
,203 17 11	4½ & 5	- -	319 12 4	211 3 11	5,734 14 2	—	—	—	—	—
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	495 13 11	495 13 11
,885 8 9	5	- -	13,593 11 10	- - -	18,479 0 7	- -	- -	44 15 0	1,343 10 11	1,388 5 11
,310 8 11	- -	- -	20,633 4 2	211 3 11	76,154 17 0	51 0 0	- -	44 15 0	17,368 14 10	17,464 9 10
9,050 0 0	4	- -	j - -	52 8 5	19,102 8 5	—	—	—	—	—
- -	- -	- -	- - -	39 18 10	39 18 10	—	—	—	—	—
,160 0 0	3½	- -	m - -	- - -	34,160 0 0	- -	- -	- -	53 6 10	53 6 10
3,210 0 0	- -	- -	- - -	92 7 3	53,302 7 3	- -	- -	- -	53 6 10	53 6 10
1,748 3 8	4½ & 5	- -	10,888 15 10	82 2 0	42,719 1 6	—	—	—	—	—
1,200 0 0	3	- -	- - -	- - -	1,200 0 0	- -	- -	64 12 6	1,142 14 3	1,207 6 9
o 500 0 0	p- -	- -	- - -	57 7 10	557 7 10	—	—	—	—	—
13,112 15 3	5	- -	q 318 19 7	178 18 0	13,610 12 10	- -	- -	43 15 8	- - -	43 15 8
0,000 0 0	4½ & 5	1,596 3 2	8,465 6 7	- - -	20,061 9 9	- -	- -	- -	121 10 3	121 10 3
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	557 10 6	557 10 6
2,000 0 0	2½	- -	- - -	- - -	2,000 0 0	70 12 0	- -	- -	417 18 1	488 10 1
- - -	- -	- -	- - -	- - -	- - -	- -	- -	r3,700 0 0	2,137 8 10	5,837 8 10
8,560 18 11	- -	1,596 3 2	19,673 2 0	318 7 10	80,148 11 11	70 12 0	- -	3,808 8 2	4,377 1 11	8,256 2 1

d Including 1,000*l.* at 4*l.* per cent. *e* Including 600*l.* at 4*l.* per cent. *f* The interest varies on 8,473*l.* 10*s.*, and none is payable on 9,415*l.*
j No interest paid on 4,400*l.* postponed debt. *k* Not ascertained. *l* Also large advances due to the trustees.
p At Bank rates. *q* Interest on 9,922*l.* 10*s.* 8*d.* postponed debt due from September 1848. *r* Loans to other Trusts.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5 Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF DUMFRIES.							
Dumfries:—							
1. 1st District	1,962 6 11	- - -	559 9 5	- - -	71 1 2	- - -	630 10
2. 2nd District	341 17 11	- - -	913 10 0	- - -	10 6 4	- - -	923 16
3. 3rd District *a*	92 12 3	1,236 17 7	576 2 10	- - -	71 16 6	1,100 0 0	1,747 19
4. 4th District	115 1 7	- - -	697 0 0	- - -	1 10 1	- - -	698 10
5. Evan Water District	1,317 16 5	- - -	34 5 4	- - -	46 13 3	- - -	80 18
6. Glasgow and Carlisle	1,740 11 3	- - -	1,997 6 0	- - -	72 15 3	- - -	2,070 1
£	5,570 6 4	1,236 17 7	4,777 13 7	- - -	274 2 7	1,100 0 0	6,151 16
COUNTY OF EDINBURGH.							
1. Calder and Slateford and Corstorphine District	- - -	152 18 11	6,633 11 3	- - -	20 19 10	- - -	6,554 11
2. Cramond District	190 17 5	- - -	3,260 19 10	- - -	585 13 1	- - -	3,846 12
3. Dalkeith and Post Road (united)	25 19 2	- - -	5,401 1 4	- - -	- - -	- - -	5,401 1
4. Laswade and Wrightshouses (united)	71 17 11	- - -	4,889 5 5	- - -	727 10 3	- - -	5,616 15
£	288 14 6	152 18 11	20,184 17 10	- - -	1,334 3 2	- - -	21,519 1
COUNTY OF ELGIN.							
1. Findhorn Bridge	242 8 8	- - -	212 0 9	- - -	9 4 1	- - -	221 4
COUNTY OF FIFE.							
1. Cupar District	888 18 4	- - -	2,113 6 3	- - -	42 16 6	- - -	2,156 2
2. Dunfermline District	133 11 6	- - -	1,019 0 0	- - -	210 14 9	- - -	1,229 14
3. Kirkcaldy District	1,026 3 5	- - -	2,651 13 0	- - -	63 14 6	- - -	2,715 7
4. Leven Bridge and Road	1 15 8	- - -	1,000 9 5	- - -	2 12 8	- - -	1,003 2
5. Outh and Nivingstone	108 2 3	- - -	511 10 10	- - -	17 18 4	- - -	529 9
6. Ploughgates and Bridges	300 6 3	- - -	- - -	- - -	78 15 8	- - -	78 15
7. St. Andrew's District	749 15 4	- - -	3,086 4 11	- - -	381 6 0	- - -	3,467 10
£	3,208 12 9	- - -	10,382 4 5	- - -	797 18 5	- - -	11,180 2
COUNTY OF FORFAR.							
1. Arbroath, Brechin, and Forfar	670 15 9	- - -	709 2 2	- - -	10 18 3	- - -	720 0
2. Broughty Ferry to Baldovie, &c.	0 13 4	- - -	293 3 7	- - -	- - -	21 8 5	314 12
3. Cairnconan	62 5 1	- - -	90 10 0	- - -	1 19 2	- - -	92 9
4. Dundee and Coupar Angus, and Branch	818 10 7	- - -	1,491 18 7	- - -	61 8 4	- - -	1,553 6
5. Dundee and Invergowrie	112 1 3	- - -	540 6 8	- - -	- - -	- - -	540 6
6. Dundee and Strathmartine	137 11 4	- - -	375 13 10	- - -	2 15 4	- - -	378 9
7. Dundee to Forfar	8 11 11	- - -	733 15 10	- - -	- - -	22 17 6	756 13
8. Dundee to Pitkerro	10 4 2	- - -	422 17 7	- - -	- - -	- - -	422 17
9. Forfar to Kirriemuir	155 8 6	- - -	169 15 10	- - -	4 12 6	- - -	174 8
10. Forfarshire, Central	82 1 6	- - -	231 7 7	- - -	1 0 10	- - -	232 8
11. Ditto, Eastern	244 13 4	- - -	1,099 4 4	- - -	2 12 10	- - -	1,101 17
12. Ditto, Northern	1,168 5 5	- - -	502 0 0	- - -	5 3 3	- - -	507 3
13. Lumleyden and Petterden	192 13 8	- - -	165 16 10	- - -	6 6 2	- - -	172 3
14. Montrose and Brechin	616 11 10	- - -	203 0 0	- - -	19 8 9	- - -	222 8
15. Montrose Bridge	233 10 10	- - -	1,091 6 8	- - -	8 0 6	- - -	1,099 7
16. Montrose and Forfar	- - -	4,449 4 2	164 0 0	- - -	- - -	- - -	164 0
17. Pitairlie *e*	- - -	13 6 1	181 16 11	- - -	15 17 6	- - -	197 14
18. Strathmore	362 19 9	- - -	975 13 11	- - -	7 3 2	- - -	982 17
£	4,876 18 3	4,462 10 3	9,441 10 4	- - -	147 6 7	44 5 11	9,633 2 10

a Including Billmansknow and Clayyett, Langholm and Lockerbie, and Scotsdyke and Haremoss (Western District) Turnpike Trusts.

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
415 3 9	5 1 6	181 15 9	- - -	- - -	16 19 2	- - -	21 16 1	65 0 1	- - -
255 11 6	7 17 0	321 6 11	- - -	- - -	21 17 6	- - -	36 10 10	120 0 0	- - -
b 287 11 10	- - -	- - -	- - -	- - -	3 17 11	- - -	10 0 0	39 0 0	120 12 7
298 14 1	9 5 6	238 7 11	- - -	- - -	19 11 7	- - -	27 17 7	100 0 0	- - -
c 39 3 4	- - -	- - -	- - -	- - -	8 16 0	5 0 0	- - -	10 0 0	- - -
c 1,024 3 10	- - -	- - -	- - -	6 14 6	22 8 7	45 0 0	120 0 0	168 0 0	55 8 8
2,320 8 4	224 0 0	741 10 7	- - -	6 14 6	93 10 9	50 0 0	216 4 6	502 0 1	176 1 3
3,082 19 7	1,180 18 11	- - -	- - -	3 0 0	161 0 11	- - -	133 7 3	378 8 8	9 8 10
1,743 11 0	542 1 9	88 10 0	10 0 0	- - -	90 10 6	- - -	78 5 5	209 19 0	- - -
2,763 6 8	801 10 8	- - -	- - -	51 14 10	171 19 11	- - -	109 8 10	362 16 4	3 9 2
2,816 10 8	941 10 5	- - -	- - -	35 13 9	45 0 6	- - -	108 18 3	422 1 4	10 13 10
10,406 7 11	3,466 1 9	88 10 0	10 0 0	90 8 7	468 11 10	- - -	429 19 9	1,373 5 4	23 11 10
6 2 3	- - -	- - -	- - -	- - -	- - -	10 10 0	5 5 0	- - -	- - -
929 17 8	- - -	763 7 6	- - -	22 6 0	17 13 5	44 0 3	56 19 3	122 16 0	- - -
735 19 9	149 18 6	- - -	- - -	5 15 0	60 3 11	35 0 0	15 0 0	95 0 0	- - -
1,433 7 4	605 10 5	- - -	- - -	20 19 4	73 19 10	- - -	69 4 5	200 0 0	- - -
194 16 4	90 4 8	- - -	- - -	- - -	15 2 5	10 0 0	15 0 0	20 0 0	- - -
173 3 2	57 1 0	185 16 2	- - -	2 10 0	13 17 11	10 0 0	7 0 0	45 0 0	2 18 5
- - -	- - -	- - -	- - -	- - -	65 13 7	2 10 0	17 10 0	4 5 4	- - -
2,187 17 7	696 2 7	- - -	- - -	114 2 2	92 9 4	26 13 4	40 0 6	256 13 4	- - -
5,655 1 10	1,598 17 2	949 3 8	- - -	165 12 6	339 0 5	128 3 7	220 14 2	743 14 8	2 18 5
252 13 9	41 12 8	- - -	- - -	6 18 6	17 13 6	20 0 0	1 10 0	62 0 0	- - -
193 3 7	58 1 9	- - -	- - -	4 0 0	15 1 1	- - -	10 10 0	15 0 0	- - -
47 14 3	8 11 0	- - -	- - -	- - -	2 0 7	- - -	5 5 0	5 0 0	- - -
391 11 9	121 13 1	21 8 6	- - -	- - -	64 2 0	25 0 0	29 10 6	105 0 0	- - -
b 351 10 9	- - -	- - -	- - -	20 0 0	- - -	- - -	15 15 0	25 2 1	- - -
c 293 2 9	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	18 2 3	- - -
421 3 1	88 10 6	- - -	- - -	4 5 0	23 8 2	- - -	34 0 0	95 0 0	- - -
224 15 11	42 16 8	- - -	- - -	4 0 0	13 16 11	- - -	10 10 0	15 0 0	- - -
51 10 2	- - -	- - -	- - -	4 2 2	- - -	- - -	10 15 6	- - -	- - -
111 17 0	- - -	*d* 16 12 10	- - -	- - -	6 9 0	- - -	10 10 0	10 0 0	- - -
487 15 0	111 2 0	- - -	- - -	3 10 0	29 13 0	- - -	36 10 0	80 0 0	- - -
246 9 8	- - -	*d* 76 16 6	- - -	- - -	35 18 4	- - -	22 0 0	- - -	- - -
c 156 9 8	- - -	- - -	- - -	- - -	- - -	15 0 0	1 1 0	15 0 0	- - -
211 19 0	36 4 10	- - -	- - -	- - -	4 17 8	- - -	21 7 0	10 0 0	- - -
47 15 9	- - -	- - -	- - -	- - -	111 9 8	15 0 0	15 0 0	- - -	119 16 2
73 19 2	- - -	*d* 34 4 7	- - -	- - -	8 1 5	- - -	15 0 0	- - -	- - -
114 19 5	- - -	- - -	- - -	- - -	- - -	- - -	5 6 6	7 10 0	- - -
c 546 19 4	- - -	- - -	- - -	- - -	- - -	40 0 0	3 5 0	80 0 0	- - -
4,225 10 0	508 12 6	149 2 5	- - -	46 15 8	332 11 4	115 0 0	262 15 6	542 14 4	119 16 2

(Continued on page 16.)

b Including materials. *c* Including materials, &c. *d* Including carriage. *e* No Returns were forwarded in previous years.

(Continued from page 15.)

NAMES OF TRUSTS.	EXPENDITURE—*continued.* 19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
COUNTY OF DUMFRIES.							
Dumfries:—							
1. 1st District	- - -	- - -	1,117 10 9	- - -	- - -	24 18 3	1,848
2. 2nd District	12 18 0	- - -	- - -	- - -	- - -	20 19 5	797
3. 3rd District	37 3 8	- - -	- - -	- - -	- - -	91 9 8	589 1
4. 4th District	- - -	- - -	- - -	- - -	- - -	48 5 9	742
5. Evan Water District	- - -	- - -	- - -	- - -	- - -	- - -	62 1
6. Glasgow and Carlisle	610 0 0	- - -	- - -	- - -	- - -	43 9 1	2,095
£	660 1 8	- - -	1,117 10 9	- - -	- - -	229 2 2	6,135
COUNTY OF EDINBURGH.							
1. Calder and Slateford and Corstorphine District	71 8 9	- - -	1,388 6 2	- - -	- - -	75 7 5	6,484
2. Cramond District	32 18 5	- - -	1,116 2 0	- - -	- - -	64 3 1	3,976
3. Dalkeith and Post Road (United)	155 14 8	- - -	525 13 3	- - -	- - -	53 16 1	4,999 1
4. Laswade and Wrightshouses (United)	31 8 8	- - -	1,029 0 1	- - -	- - -	32 7 7	5,473
£	291 10 6	- - -	4,059 1 6	- - -	- - -	225 14 2	20,933
COUNTY OF ELGIN.							
1. Findhorn Bridge	103 19 0	- - -	- - -	- - -	- - -	- - -	125 1
COUNTY OF FIFE.							
1. Cupar District	6 14 4	- - -	210 8 4	- - -	- - -	63 17 10	2,238
2. Dunfermline District	- - -	- - -	- - -	- - -	- - -	50 3 1	1,147
3. Kirkcaldy District	- - -	- - -	8 13 4	20 0 6	- - -	38 12 1	2,470
4. Leven Bridge and Road	77 14 4	- - -	- - -	- - -	565 0 0	12 11 1	1,000
5. Outh and Nivingstone	16 0 0	- - -	- - -	- - -	- - -	7 18 1	521
6. Ploughgates and Bridges	- - -	- - -	- - -	- - -	- - -	12 0 1	101 1
7. St. Andrew's District	167 5 4	- - -	13 11 8	- - -	- - -	54 11 5	3,649
£	267 14 0	- - -	232 13 4	20 0 6	565 0 0	239 13 8	11,128
COUNTY OF FORFAR.							
1. Arbroath, Brechin, and Forfar	153 0 0	- - -	- - -	- - -	600 0 0	33 7 6	1,188 1
2. Broughty Ferry to Baldovie, &c.	8 12 8	- - -	1 8 6	- - -	- - -	5 17 3	311 1
3. Cairnconan	- - -	- - -	- - -	- - -	- - -	11 11 4	80
4. Dundee and Coupar Angus, and Branch	773 15 1	- - -	9 14 0	- - -	- - -	49 17 3	1,591 1
5. Dundee and Invergowrie	49 6 10	- - -	- - -	- - -	200 0 0	10 3 11	671 1
6. Dundee and Strathmartine	- - -	- - -	- - -	- - -	- - -	6 13 3	332 1
7. Dundee to Forfar	32 12 8	- - -	55 13 9	4 2 3	- - -	25 15 8	784 1
8. Dundee to Pitkerro	14 10 0	- - -	99 17 1	- - -	11 12 4	6 9 6	443
9. Forfar to Kirriemuir	58 17 4	- - -	- - -	- - -	- - -	5 5 5	130 1
10. Forfarshire, Central	75 0 0	- - -	- - -	- - -	- - -	3 0 11	233
11. Ditto, Eastern	120 0 0	- - -	- - -	- - -	- - -	53 7 8	921 1
12. Ditto, Northern	58 14 10	- - -	- - -	- - -	1,000 0 0	26 15 10	1,466 1
13. Lumleyden and Petterden	- - -	- - -	- - -	- - -	- - -	5 3 3	192 1
14. Montrose and Brechin	- - -	- - -	- - -	- - -	- - -	10 10 6	294 1
15. Montrose Bridge	591 2 9	- - -	- - -	- - -	- - -	62 2 5	962
16. Montrose and Forfar	- - -	- - -	- - -	- - -	- - -	5 13 5	136 1
17. Pitairlie	- - -	- - -	- - -	- - -	- - -	2 8 0	130
18. Strathmore	22 7 8	- - -	- - -	- - -	- - -	25 7 9	717 1
£	1,957 19 10	- - -	166 13 4	4 2 3	1,811 12 4	349 10 10	10,592 1

a Including 2,310*l.* postponed debt on which interest is not paid. *b* No interest has yet been paid.
f Including 525*l.* 18*s.* interest added.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debits.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	744 12 2	744 12 2
2,967 19 2	5	- -	258 18 9	- - -	3,226 17 11	- -	- -	- -	468 13 1	468 13 1
1,100 0 0	5	- -	10 13 4	- - -	1,110 13 4	- -	- -	- -	13 18 4	13 18 4
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	71 9 3	71 9 3
5,300 0 0	b- -	- -	b - -	- - -	5,300 0 0	- -	- -	- -	1,335 15 8	1,335 15 8
1,024 13 5	5	- -	16,540 6 9	- - -	47,565 0 2	- -	- -	- -	1,715 7 10	1,715 7 10
0,392 12 7	- -	- -	16,809 18 10	- - -	57,202 11 5	- -	- -	- -	4,349 16 4	4,349 16 4
412 10 0	4	- -	- - -	- - -	412 10 0	- -	- -	- -	17 5 8	17 5 8
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	61 9 2	61 9 2
3,500 0 0	4	- -	- - -	- - -	3,500 0 0	- -	- -	- -	427 10 1	427 10 1
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	215 8 6	215 8 6
3,912 10 0	- -	- -	- - -	- - -	3,912 10 0	- -	- -	- -	721 13 5	721 13 5
2,079 0 0	5	3 0 0	4 16 0	- - -	2,086 16 0	- -	- -	- -	337 17 3	337 17 3
- - -	- -	- -	- - -	- - -	- - -	77 3 9	- -	- -	807 0 6	884 4 3
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	216 6 0	216 6 0
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	1,271 3 8	1,271 3 8
1,375 0 0	4½	- -	- - -	- - -	1,375 0 0	- -	- -	- -	4 8 11	4 8 11
10,400 0 0	4	- -	c - -	- - -	10,400 0 0	- -	- -	- -	116 6 8	116 6 8
- - -	- -	- -	- - -	- - -	- - -	77 17 10	- -	- -	277 2 11	355 0 9
3,500 0 0	4	250 0 0	- - -	- - -	3,750 0 0	18 11 8	- -	127 6 5	567 19 0	713 17 1
15,275 0 0	- -	250 0 0	- - -	- - -	15,525 0 0	173 13 3	- -	127 6 5	3,260 7 8	3,561 7 4
3,450 0 0	4	- -	- - -	- - -	3,450 0 0	129 5 0	- -	- -	202 0 3	331 5 3
d 1,402 1 4	5	- -	3,406 18 0	- - -	4,808 19 4	- -	- -	- -	3 10 6	3 10 6
863 19 7	-	- -	738 1 8	- - -	1,602 1 3	- -	- -	- -	74 12 1	74 12 1
23,807 18 1	3¼	- -	- - -	- - -	23,807 18 1	- -	- -	- -	780 5 4	780 5 4
700 0 0	5	- -	- - -	19 10 8	719 10 8	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	183 2 3	183 2 3
e 403 12 5	7	- -	- - -	19 5 10	422 18 3	—	—	—	—	—
221 2 0	7	- -	- - -	10 6 8	231 8 8	—	—	—	—	—
1,500 0 0	4	- -	- - -	- - -	1,500 0 0	- -	- -	- -	199 6 3	199 6 3
f 14,140 7 10	4	- -	g - -	- - -	14,140 7 10	- -	- -	- -	81 0 2	81 0 2
6,000 0 0	4	- -	840 0 0	- - -	6,840 0 0	- -	- -	- -	424 12 10	424 12 10
1,000 0 0	4	- -	- - -	- - -	1,000 0 0	- -	- -	- -	208 13 6	208 13 6
3,838 3 7	4	- -	- - -	- - -	3,838 3 7	- -	- -	- -	172 2 9	172 2 9
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	544 1 7	544 1 7
17,575 0 0	3½	- -	1,379 0 2	- - -	18,954 0 2	- -	- -	- -	370 11 3	370 11 3
7,094 12 4	—	- -	- - -	4,422 2 9	11,516 15 1	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	54 4 5	54 4 5
602 0 0	4	- -	- - -	- - -	602 0 0	20 0 0	- -	- -	627 17 1	647 17 1
82,598 17 2	- -	- -	6,363 19 10	4,471 5 11	93,434 2 11	149 5 0	- -	- -	3,926 0 3	4,075 5 3

c No interest has been paid on 10,000*l.* subscriptions. d Including 116*l.* at 7 per cent. e Increased without explanation.
g No interest paid on 900*l.* postponed debt.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF HADDINGTON.							
1. Haddingtonshire Roads - -	- - -	1,780 3 9	2,401 7 0	- - -	7,253 11 5	- - -	9,654 18
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter - -	127 3 3	- - -	45 0 0	- - -	2 7 6	- - -	47 7
2. Kincardineshire, Consolidated -	b 5,112 5 2	- - -	548 0 0	- - -	104 9 7	- - -	652 9
3. Marykirk Bridge - -	438 9 7	- - -	257 11 10	- - -	d 112 9 11	- - -	370 1
4. Slug - - - -	265 5 9	- - -	171 0 0	- - -	4 19 2	- - -	175 19
5. South Deeside - - -	190 14 8	- - -	290 0 0	- - -	5 6 4	- - -	295 6
6. Wellington Suspension Bridge -	290 11 3	- - -	492 1 0	- - -	11 5 2	- - -	503 6
£	6,424 9 8	- - -	1,803 12 10	- - -	240 17 8	- - -	2,044 10
COUNTY OF KINROSS.							
1. Cleish - - - -	3 11 5	- - -	63 8 10	- - -	- - -	- - -	63 8
2. Great North Road - - -	525 9 3	- - -	1,918 3 1	- - -	165 8 7	- - -	2,083 11
3. Milnathort - - -	150 4 5	- - -	79 0 0	- - -	8 15 1	- - -	87 15
4. Portmoak - - - -	- - -	47 10 11	196 4 5	- - -	11 0 0	- - -	207 4
£	679 5 1	47 10 11	2,256 16 4	- - -	185 3 8	- - -	2,442 0
COUNTY OF KIRKCUDBRIGHT.							
1 Kirkcudbright (Thirteen Districts)	- - -	1,205 1 2	1,710 10 0	- - -	e 755 11 7	- - -	2,466 1
COUNTY OF LANARK.							
1. Bathgate and Airdrie - -	- - -	7 2 4	3,495 6 4	- - -	24 4 2	- - -	3,519 10
2. Biggar and Leadhills - -	- - -	155 10 3	513 5 10	- - -	- - -	- - -	513 5 1
3. Cambuslang and Muirkirk -	626 7 8	- - -	7,522 2 8	- - -	34 13 3	- - -	7,556 15 1
4. Carluke - - - -	525 18 10	- - -	907 17 7	- - -	21 16 7	- - -	929 14
5. Corsethill - - -	115 17 6	- - -	683 0 0	- - -	4 5 1	- - -	687 5
6. Crossford Bridge - - -	225 11 5	- - -	86 13 4	- - -	11 16 11	- - -	98 10
7. Garion Bridge - - -	161 6 11	- - -	240 0 0	- - -	- - -	- - -	240 0
8. Garngad - - - -	- - -	459 5 10	380 0 0	- - -	- - -	- - -	380 0
9. Garscube - - -	1,263 4 11	- - -	1,200 0 0	- - -	46 19 8	- - -	1,246 19
10. Glasgow Bridges - - -	3,409 11 8	- - -	10,992 1 3	- - -	3 19 2	- - -	10,996 0
11. Glasgow, Kirkintilloch, and Baldernock - - -	44 4 1	- - -	3,680 0 0	- - -	20 0 0	- - -	3,700 0
12. Glasgow and Shotts - -	478 13 5	- - -	8,859 19 0	0 13 3	34 0 5	- - -	8,894 12
13. Great Western and St. George's -	867 16 1	- - -	2,368 6 8	- - -	- - -	- - -	2,368 6
14. Lanark and Hamilton - -	- - -	34 11 1	418 19 5	- - -	- - -	- - -	418 19
15. Lanarkshire, East and West -	- - -	- - -	787 0 0	- - -	204 3 0	- - -	991 3
16. Ditto, North and South -	902 6 6	- - -	1,479 14 10	- - -	170 0 11	- - -	1,649 15
17. Port Dundas and Craighall - -	- - -	- - -	871 18 10	- - -	13 17 5	- - -	885 16 3
18. Renfrew - - - -	598 6 7	- - -	2,671 13 4	- - -	13 10 3	- - -	2,685 3 7
19. Three Mile House - -	333 8 11	- - -	1,262 10 0	- - -	15 2 10	- - -	1,277 12 10
20. Wilsontown and Biggar - -	16 19 2	- - -	172 0 0	- - -	0 14 9	- - -	172 14 9
21. Wilsontown and Lanark - -	5 13 0	- - -	236 0 0	- - -	4 8 11	- - -	240 8 11
22. Yoker - - - -	2,305 7 6	- - -	4,219 3 4	- - -	77 5 4	- - -	4,296 8 8
£	11,880 14 2	656 9 6	53,047 12 5	0 13 3	700 18 8	- - -	53,749 4 4

a Including materials, &c. b Including 865*l.* 7*s.* 8*d.* invested in Slug Road Bonds. c Including carriage of materials.
g Including carriage.

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6,350 13 4	- - -	- - -	- - -	77 10 0	76 17 9	- - -	350 0 0	600 0 0	- - -
a 28 16 9	- - -	- - -	- - -	- - -	0 5 11	3 0 0	2 0 0	2 2 0	- - -
c 589 17 0	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	60 2 6	- - -
12 5 7	- - -	- - -	- - -	- - -	9 8 4	- - -	10 10 0	- - -	- - -
a 159 5 6	- - -	- - -	- - -	- - -	7 2 8	10 0 0	5 0 0	10 10 0	- - -
c 108 10 8	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
a 52 1 5	- - -	- - -	7 18 4	- - -	117 7 7	10 4 9	5 5 0	5 5 0	3 19 8
950 16 11	- - -	- - -	7 18 4	- - -	134 4 6	23 4 9	82 15 0	87 19 6	3 19 8
14 17 0	6 2 10	14 14 7	- - -	- - -	0 5 8	- - -	5 5 1	5 0 0	- - -
295 9 1	116 8 1	246 11 7	- - -	- - -	53 1 10	75 0 0	25 0 0	150 0 0	8 19 10
18 18 0	8 14 6	16 11 1	- - -	- - -	2 7 7	- - -	- - -	5 0 0	- - -
71 15 8	17 13 5	62 0 0	- - -	- - -	5 17 11	8 8 0	4 4 0	10 0 0	- - -
400 19 9	148 18 10	339 17 3	- - -	- - -	61 13 0	83 8 0	34 9 1	170 0 0	8 19 10
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,033 4 2	302 11 6	- - -	- - -	19 10 0	82 19 9	- - -	105 0 0	150 0 0	18 13 10
f 224 16 6	- - -	- - -	- - -	2 0 0	5 18 8	- - -	20 0 0	35 0 0	1 3 7
a 4,558 9 0	- - -	- - -	- - -	350 2 4	111 14 3	100 0 0	100 0 0	150 0 0	94 14 3
280 0 8	- - -	g 321 5 8	- - -	- - -	27 1 7	- - -	20 0 0	35 0 0	- - -
315 5 4	- - -	g 214 11 9	- - -	- - -	12 19 7	30 0 0	10 0 0	60 0 0	- - -
0 17 6	- - -	3 18 8	- - -	- - -	1 4 6	- - -	8 8 0	- - -	- - -
0 12 0	- - -	0 11 3	- - -	- - -	- - -	- - -	6 6 0	- - -	- - -
a 179 13 0	- - -	- - -	- - -	- - -	16 0 2	19 0 0	- - -	10 0 0	50 0 0
a 543 13 4	- - -	- - -	- - -	- - -	17 9 8	- - -	60 0 0	25 0 0	148 15 8
- - -	- - -	- - -	- - -	- - -	11 6 4	50 0 0	50 0 0	- - -	9,196 9 1
598 10 4	- - -	1,160 14 8	90 0 0	- - -	190 7 6	75 0 0	75 0 0	150 0 0	42 13 1
a 5,187 10 7	- - -	- - -	- - -	- - -	525 0 6	150 0 0	120 0 0	150 0 0	79 4 6
195 7 6	59 11 0	437 16 9	- - -	- - -	24 11 7	30 0 0	- - -	30 0 0	- - -
141 13 1	- - -	g 101 7 0	- - -	1 2 2	26 19 5	10 0 0	10 0 0	25 0 0	- - -
223 16 7	- - -	g 282 5 11	- - -	- - -	10 0 11	21 0 0	20 0 0	52 5 0	6 8 11
a 879 2 3	- - -	- - -	- - -	- - -	59 16 6	50 0 0	50 0 0	98 0 0	67 0 0
92 16 6	- - -	163 18 9	- - -	- - -	5 8 8	35 0 0	- - -	12 10 0	- - -
315 0 0	180 5 2	858 18 7	- - -	- - -	30 13 9	45 0 0	- - -	30 0 0	19 15 1
205 0 0	143 12 9	768 9 8	- - -	- - -	23 6 10	45 0 0	- - -	30 0 0	21 19 7
58 18 4	- - -	g 74 3 6	- - -	- - -	- - -	- - -	7 0 0	10 0 0	- - -
39 15 6	- - -	g 43 12 1	- - -	- - -	4 9 8	- - -	h 20 0 0	- - -	1 0 8
780 19 0	333 16 3	1,530 0 11	- - -	- - -	109 18 8	70 0 0	- - -	60 0 0	8 4 6
15,855 1 2	1,019 16 8	5,961 15 2	90 0 0	372 14 6	1,297 8 6	730 0 0	681 14 0	1,112 15 0	9,756 2 9

d Including payment from railway. e Including proceeds of sale of Trust property. f Contract work.
h Including surveyor.

(Continued on page 20.)

(Continued from page 19.)

NAMES OF TRUSTS.	EXPENDITURE—*continued.* 19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF HADDINGTON.							
1. Haddingtonshire Roads	280 16 0	- - -	25 0 0	- - -	1,000 0 0	167 17 1	8,928 14
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter	- - -	- - -	- - -	- - -	- - -	1 2 3	37 6 1
2. Kincardineshire, Consolidated	- - -	- - -	- - -	- - -	- - -	*a* 911 2 0	1,611 1
3. Marykirk Bridge	312 10 0	- - -	- - -	- - -	- - -	12 7 7	357 1
4. Slug	- - -	- - -	460 14 7	- - -	- - -	14 4 8	666 17
5. South Deeside	157 10 0	- - -	- - -	- - -	- - -	5 16 5	291 17
6. Wellington Suspension Bridge	294 9 0	- - -	- - -	- - -	- - -	7 10 0	504 0
£	764 9 0	- - -	460 14 7	- - -	- - -	952 2 11	3,468 5
COUNTY OF KINROSS.							
1. Cleish	- - -	- - -	- - -	- - -	- - -	0 0 4	46 5
2. Great North Road	718 8 0	- - -	- - -	- - -	- - -	45 10 10	1,734 9
3. Milnathort	- - -	- - -	- - -	- - -	- - -	- - -	51 11
4. Portmoak	- - -	- - -	- - -	- - -	- - -	5 12 0	185 11
£	718 8 0	- - -	- - -	- - -	- - -	51 3 2	2,017 16 1
COUNTY OF KIRKCUDBRIGHT.							
1. Kirkcudbright (Thirteen Districts)	104 3 10	- - -	- - -	- - -	1,110 0 0	49 12 5	1,263 16
COUNTY OF LANARK.							
1. Bathgate and Airdrie	1,676 12 0	- - -	12 4 8	- - -	- - -	53 9 7	3,454 5
2. Biggar and Leadhills	179 9 1	- - -	6 0 0	- - -	- - -	15 0 3	489 8
3. Cambuslang and Muirkirk	1,889 14 9	- - -	- - -	35 0 0	- - -	277 12 3	7,667 6 10
4. Carluke	210 5 7	- - -	109 16 11	- - -	- - -	6 18 5	1,010 8 10
5. Corsethill	- - -	- - -	22 18 8	- - -	- - -	18 16 10	684 12 2
6. Crossford Bridge	37 19 0	- - -	- - -	- - -	- - -	6 13 3	59 0 11
7. Garion Bridge	44 7 2	- - -	- - -	- - -	160 0 0	7 9 5	219 5 10
8. Garngad	35 9 8	- - -	- - -	- - -	- - -	18 12 5	328 15
9. Garscube	47 10 0	- - -	- - -	4 9 8	- - -	27 12 9	874 11 1
10. Glasgow Bridges	183 12 2	- - -	253 8 4	82 12 0	276 12 9	164 9 4	10,268 10 0
11. Glasgow, Kirkintilloch, and Baldernock	47 0 2	- - -	1,429 12 4	- - -	- - -	27 4 1	3,886 2
12. Glasgow and Shotts	17 9 9	- - -	- - -	87 8 0	- - -	33 5 0	6,349 18
13. Great Western and St. George's	840 9 9	- - -	- - -	8 18 0	- - -	62 12 5	1,689 7 0
14. Lanark and Hamilton	95 1 3	- - -	- - -	- - -	- - -	7 16 6	418 19 5
15. Lanarkshire, East and West	357 8 3	- - -	- - -	- - -	- - -	17 17 5	991 3 0
16. Ditto, North and South	163 3 3	- - -	- - -	- - -	- - -	27 19 6	1,395 1
17. Port Dundas and Craighall	196 13 2	- - -	- - -	1 1 10	356 16 0	21 11 4	885 16 3
18. Renfrew	- - -	- - -	482 9 2	86 17 1	- - -	28 11 3	2,077 10
19. Three Mile House	- - -	- - -	398 10 6	54 16 9	- - -	39 10 8	1,730 6 9
20. Wilsontown and Biggar	37 0 0	- - -	9 16 6	- - -	- - -	4 8 10	201 7 9
21. Wilsontown and Lanark	95 14 7	- - -	- - -	- - -	- - -	9 6 6	213 19 0
22. Yoker	- - -	- - -	282 18 9	83 14 2	- - -	42 19 9	3,302 12 0
£	6,154 19 7	- - -	3,007 15 10	444 17 6	793 8 9	919 17 9	48,198 7 2

a Including 884*l.* 11*s.* 6*d.* payment to Commutation Road Trustees in terms of the "Aberdeenshire Roads Act, 1865."

e Not stated. *f* To be paid from arrears when recovered, the balance of such arrears to be paid to general management under new Act.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debits.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
9,650 0 0	4½	- - -	- - -	1,053 19 6	10,703 19 6	—	—	—	—	—
921 11 3	5	- -	532 17 1	- - -	1,454 8 4	- -	- -	65 2 1	137 3 10	202 5 11
- - -	- -	- -	- - -	- - -	- - -	24 8 4	100 0 0	200 0 0	b4,153 13 3	4,478 1 7
6,250 0 0	5	- -	- - -	- - -	6,250 0 0	- -	- -	- -	451 9 10	451 9 10
2,602 10 0	5	- -	7,027 17 10	225 12 6	9,856 0 4	22 0 0	- -	178 1 8	- - -	200 1 8
11,550 0 0	3½ & 4	- -	7,732 7 0	- - -	19,282 7 0	23 0 0	- -	14 10 0	194 3 11	231 13 11
9,815 0 0	3	- -	- - -	- - -	9,815 0 0	- -	- -	- -	289 16 8	289 16 8
31,139 1 3	- -	- -	15,293 1 11	225 12 6	46,657 15 8	69 8 4	100 0 0	457 13 9	5,226 7 6	5,853 9 7
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	20 14 9	20 14 9
31,960 4 7	4	417 8 5	d7,331 18 3	- - -	39,709 11 3	243 10 0	70 0 0	- -	874 11 8	1,188 1 8
8,290 8 3	5	- -	e - -	- - -	8,290 8 3	- -	- -	- -	186 8 4	186 8 4
- - -	- -	- -	- - -	25 17 6	25 17 6	—	—	—	—	—
40,250 12 10	- -	417 8 5	7,331 18 3	25 17 6	48,025 17 0	243 10 0	70 0 0	- -	1,081 14 9	1,395 4 9
- - -	- -	- -	- - -	f2 15 10	2 15 10	50 15 0	- -	- -	- - -	50 15 0
60,611 8 5	5 & 4	- -	20,196 5 4	- - -	80,807 13 9	- -	- -	- -	58 2 8	58 2 8
5,405 19 0	4½ & 5	- -	4,850 9 0	131 12 6	10,388 0 6	- -	- -	20 14 0	- - -	20 14 0
37,794 15 5	5	- -	- - -	- - -	37,794 15 5	- -	- -	- -	515 16 9	515 16 9
2,684 11 6	4	- -	6,889 11 7	- - -	9,574 3 1	- -	- -	- -	445 4 2	445 4 2
3,222 0 0	5	- -	8,538 6 0	- - -	11,760 6 0	- -	- -	- -	118 10 5	118 10 5
850 0 0	5	- -	9 14 2	- - -	859 14 2	- -	- -	- -	265 0 9	265 0 9
3,880 4 8	5	- -	g1,351 12 3	- - -	5,231 16 11	- -	- -	134 4 1	182 1 1	316 5 2
6,866 0 0	4 & 5	23 16 6	h1,549 13 4	408 1 1	8,847 10 11	—	—	—	—	—
1,000 0 0	4½ & 5	- -	- - -	- - -	1,000 0 0	- -	- -	- -	1,635 13 6	1,635 13 6
3,693 7 3	4½	4,692 6 10	- - -	- - -	8,385 14 1	- -	- -	- -	4,137 2 1	4,137 2 1
1,000 0 0	4½	168 7 9	- - -	141 18 1	1,310 5 10	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	3,023 7 9	3,023 7 9
21,452 2 0	4	3,000 0 0	- - -	- - -	24,452 2 0	- -	- -	- -	1,546 15 9	1,546 15 9
2,925 0 0	4	- -	4,426 5 0	34 11 1	7,385 16 1	- -	- -	344 17 10	- - -	344 17 10
24,864 11 0	5	- -	i - -	- - -	24,864 11 0	- -	- -	102 2 10	- - -	102 2 10
54,443 18 3	5	- -	73,486 4 6	- - -	127,930 2 9	- -	- -	- -	1,157 0 9	1,157 0 9
4,671 13 10	4 & 4½	- -	- - -	- - -	4,671 13 10	—	—	—	—	—
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	1,206 0 1	1,206 0 1
- - -	- -	- -	- - -	119 5 0	119 5 0	—	—	—	—	—
650 0 0	5 & 4	- -	20 0 0	11 13 3	681 13 3	—	—	—	—	—
3,250 0 0	3	- -	2,879 9 9	- - -	6,129 9 9	- -	- -	- -	32 2 11	32 2 11
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	3,299 4 2	3,299 4 2
239,265 11 4	- -	7,884 11 1	124,197 10 11	847 1 0	372,194 14 4	- -	- -	601 18 9	17,622 2 10	18,224 1 7

b Including 865*l.* 7*s.* 8*d.* invested in Slug Road Bonds. *c* Including 14,000*l.* postponed debt. *d* Including 6,963*l.* 6*s.* 3*d.* on postponed debt.
g Exclusive of interest on 2,307*l.* 12*s.* subscriptions. *h* Exclusive of interest on 5,566*l.* subscriptions. *i* Large arrears, the amount not stated.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income.
COUNTY OF LINLITHGOW.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Cleuch	299 10 9	- - -	872 11 4	0 2 6	7 12 9	- - -	880 6
2. Cramond Bridge, Queensferry, and Linlithgow	214 4 9	- - -	682 10 0	- - -	35 9 9	- - -	717 19
3. Linlithgow	154 13 0	- - -	612 0 0	- - -	27 9 1	- - -	639 9
£	668 8 6	- - -	2,167 1 4	0 2 6	70 11 7	- - -	2,237 15
COUNTY OF PEEBLES.							
Peebles :—							
1. First District	- - -	- - -	170 6 11	- - -	0 18 2	- - -	171 5
2. Second District	33 1 0	- - -	303 19 1	- - -	0 4 3	- - -	304 3
3. Third District	235 14 11	- - -	100 0 0	- - -	5 0 1	- - -	105 0
4. Fourth District	255 4 0	- - -	278 0 0	- - -	47 16 8	- - -	325 16
5. Fifth District	7 19 1	- - -	116 0 0	- - -	20 12 10	- - -	136 12
6. Sixth District	2 6 10	- - -	35 0 0	- - -	0 7 8	- - -	35 7
7. Tweed Bridge Pontage	25 11 0	- - -	138 0 0	- - -	0 18 5	- - -	138 18
£	559 16 10	- - -	1,141 6 0	- - -	75 18 1	- - -	1,217 4
COUNTY OF PERTH.							
1. Athole	144 10 8	- - -	638 0 4	- - -	68 11 7	- - -	706 11
2. Auchterarder	19 3 0	- - -	121 0 0	- - -	1 0 7	- - -	122 0
3. Blairgowrie and Bridge of Cally	- - -	42 5 2	447 13 6	- - -	1 14 10	- - -	449 8
4. Blairgowrie and Coupar Angus	178 14 7	- - -	206 0 0	- - -	- - -	- - -	206 0
5. Carse of Gowrie	- - -	72 1 2	696 2 1	- - -	1 13 0	- - -	697 15
6. Crieff and Longcausewayhead	1,258 6 8	- - -	1,162 0 0	- - -	50 6 7	- - -	1,212 6
7. Dalpatrick	- - -	392 10 0	85 14 0	- - -	35 16 0	- - -	121 10
8. Dalreoch	158 0 10	- - -	402 0 0	- - -	7 13 4	- - -	409 13
9. Drip and Frew and Netherton (united)	678 14 9	- - -	542 0 0	- - -	31 4 8	- - -	57[illegible] 4
10. Dunblane, Doune, and Callander	316 17 1	- - -	1,234 19 0	- - -	10 0 1	- - -	1,244 19
11. Dunkeld to Aberfeldy and Kenmore	478 10 5	- - -	361 2 0	- - -	65 18 1	- - -	427 0
12. Dunning	56 14 11	- - -	70 10 0	- - -	1 5 10	- - -	71 15
13. Gleneagles	- - -	- - -	453 4 0	- - -	3 6 5	- - -	456 10
14. Glenfalloch	- - -	6 5 1	84 18 0	- - -	- - -	- - -	84 18
15. Glenlichorn	53 4 6	- - -	45 13 3	- - -	*d* 41 7 1	- - -	87 0
16. Lochearn	136 1 8	- - -	731 0 0	- - -	4 19 10	- - -	735 19
17. Lochtayside and Glendochart	- - -	1,131 5 4	756 4 2	- - -	- - -	- - -	756 4
18. Monteith	505 9 0	- - -	260 1 8	- - -	13 9 3	- - -	273 10
19. New Bridge of Earn	3,238 12 4	- - -	- - -	- - -	115 8 0	- - -	115 8
20. Perth Bridge	134 16 9	- - -	- - -	- - -	89 13 8	- - -	89 13
21. Perth and Coupar Angus	210 11 10	- - -	872 0 0	- - -	11 16 6	- - -	883 16
22. Perth and Crieff	81 2 8	- - -	876 0 4	- - -	14 16 11	- - -	890 17
23. Perth and Dunkeld	3 15 3	- - -	630 11 9	- - -	21 19 6	- - -	652 11
24. Perth and Kinclaven	1,207 13 8	- - -	535 0 0	- - -	24 1 7	- - -	559 1
25. Strathbraan	120 7 4	- - -	179 0 0	- - -	4 10 5	- - -	183 10
26. Strathtay	172 18 11	- - -	194 7 11	- - -	5 11 8	- - -	199 19
27. Taybridge Road	46 19 4	- - -	371 5 2	- - -	2 8 6	- - -	373 13
28. Tummell Bridge Road	438 7 8	- - -	525 10 2	- - -	15 17 1	- - -	541 7
£	9,639 13 10	1,644 6 9	12,481 17 4	- - -	644 11 0	- - -	13,126 8
COUNTY OF RENFREW.							
1. Kelly Roads	- - -	- - -	1,921 0 0	- - -	20 19 7	- - -	1,941 19
2. Renfrew and Greenock	394 2 6	- - -	1,493 0 0	- - -	25 0 1	- - -	1,518 0
3. Renfrewshire, First District *g*	- - -	3,472 8 8	10,565 1 6	- - -	5 10 0	- - -	10,570 11
4. Ditto, Second District *h*	- - -	1,313 2 6	3,184 0 0	- - -	99 10 0	- - -	3,283 10
5. Ditto, Third District *i*	- - -	490 1 0	650 5 0	- - -	43 9 7	- - -	693 14
£	394 2 6	5,275 12 2	17,813 6 6	- - -	194 9 3	- - -	18,007 15

a Including materials, &c. *b* Including materials. *c* Including carriage.
g Including the Glasgow and Kilmarnock and the Gorbals and Kilbride districts. *h* Including the Johnstone and Barrochan M

EXPENDITURE.

	9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	a 629 12 4	- - -	- - -	- - -	- - -	34 8 11	- - -	25 0 0	60 0 0	- - -
	169 11 1	8 14 0	232 15 6	- - -	- - -	10 7 0	- - -	20 0 0	- - -	6 10 7
	119 11 8	- - -	248 0 3	- - -	- - -	40 9 9	- - -	15 0 0	40 0 0	4 8 8
	918 15 1	8 14 0	480 15 9	- - -	- - -	85 5 8	- - -	60 0 0	100 0 0	10 19 3
1.	69 2 3	12 0 2	- - -	- - -	- - -	12 12 8	9 3 0	5 19 9	20 0 0	- - -
2.	133 11 4	26 19 0	8 4 5	- - -	- - -	49 5 11	37 10 0	11 0 3	32 0 0	- - -
3.	48 10 5	3 12 0	- - -	- - -	- - -	22 3 11	34 17 6	12 0 9	11 0 0	- - -
4.	103 8 1	13 14 3	- - -	- - -	- - -	38 8 9	9 0 0	3 1 3	27 0 0	- - -
5.	64 0 9	8 13 3	- - -	- - -	- - -	9 0 1	7 16 4	2 13 8	15 0 0	- - -
6.	16 9 4	3 4 6	- - -	- - -	- - -	5 17 0	0 15 10	0 5 5	4 0 0	- - -
7.	64 4 2	8 11 0	- - -	- - -	- - -	35 3 6	7 10 0	0 5 4	18 0 0	- - -
	499 6 4	76 14 2	8 4 5	- - -	- - -	172 11 10	106 12 8	35 6 5	127 0 0	- - -
1.	183 19 7	- - -	94 15 4	- - -	- - -	123 7 9	- - -	30 0 0	36 0 0	33 14 9
2.	a 54 15 0	- - -	- - -	- - -	0 8 4	4 6 1	- - -	12 2 0	20 0 0	- - -
3.	151 3 3	22 8 2	- - -	- - -	1 15 0	16 8 0	- - -	6 6 0	- - -	14 12 1
4.	42 14 2	15 19 0	- - -	- - -	- - -	3 2 5	- - -	6 6 0	- - -	4 3 9
5.	b 379 3 1	127 6 1	- - -	- - -	4 10 0	24 11 3	- - -	20 0 0	75 0 0	1 7 1
6.	c 561 4 2	- - -	- - -	- - -	4 0 0	- - -	- - -	50 0 0	70 0 0	- - -
7.	a 51 10 4	- - -	- - -	- - -	- - -	0 13 9	- - -	2 10 0	8 0 0	- - -
8.	a 241 10 8	- - -	- - -	- - -	- - -	6 8 3	- - -	27 2 0	30 0 0	- - -
9.	a 419 1 5	- - -	- - -	- - -	- - -	- - -	- - -	19 19 0	25 0 0	- - -
0.	512 4 7	- - -	- - -	- - -	27 19 0	- - -	15 0 0	10 0 0	40 0 0	- - -
1.	138 3 0	- - -	c 169 1 0	- - -	- - -	- - -	- - -	17 0 6	32 10 0	- - -
2.	42 5 1	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
3.	a 218 11 10	- - -	- - -	- - -	1 7 6	5 6 6	- - -	22 2 0	35 0 0	- - -
4.	a 72 14 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
5.	a 50 15 10	- - -	- - -	- - -	- - -	17 0 6	- - -	6 1 0	5 0 0	- - -
6.	a 461 9 4	- - -	- - -	- - -	- - -	19 18 9	- - -	27 1 0	26 0 0	- - -
7.	a 395 13 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	0 8 9
8.	102 19 6	63 19 1	9 16 6	- - -	4 0 0	18 6 11	5 7 6	- - -	20 15 0	4 3 2
9.	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	5 5 0	- - -	- - -
0.	60 18 4	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	4 4 0	- - -
1.	203 19 0	85 9 0	- - -	- - -	- - -	8 9 6	21 0 0	- - -	50 0 0	- - -
2.	278 16 1	65 7 7	- - -	- - -	8 16 0	12 7 7	- - -	27 2 0	70 0 0	- - -
3.	283 12 1	66 7 1	- - -	- - -	7 13 4	13 19 5	- - -	40 0 0	85 0 0	- - -
4.	123 10 7	27 9 8	- - -	- - -	1 0 0	3 17 6	15 15 0	- - -	34 4 0	- - -
5.	e 80 1 9	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 13 6
6.	196 10 4	- - -	- - -	- - -	- - -	- - -	2 10 0	2 10 0	5 0 0	2 12 6
7.	f 174 9 10	- - -	- - -	- - -	- - -	15 18 8	- - -	20 0 0	32 10 0	- - -
8.	f 315 0 0	- - -	- - -	- - -	- - -	26 16 4	- - -	15 0 0	25 0 0	- - -
	5,796 16 1	474 5 8	273 12 10	- - -	61 9 2	320 19 2	69 17 6	381 6 6	744 3 0	63 15 7
1.	572 14 8	- - -	c 545 19 9	- - -	2 10 0	6 3 0	- - -	- - -	- - -	103 13 0
2.	315 16 4	- - -	c 293 17 6	- - -	- - -	44 15 4	- - -	52 10 0	30 0 0	177 13 7
3.	2,157 7 0	- - -	c 4,667 11 4	- - -	2 1 0	230 16 2	- - -	150 0 0	90 0 0	137 16 7
4.	690 10 3	- - -	c 1,088 18 2	- - -	4 13 6	92 0 3	- - -	175 0 0	90 0 0	50 17 10
5.	184 11 0	- - -	c 280 17 0	- - -	- - -	9 16 11	- - -	20 0 0	20 0 0	- - -
	3,920 19 3	- - -	6,877 3 9	- - -	9 4 6	383 11 8	- - -	397 10 0	230 0 0	470 1 0

Continued on page 24.)

d From other roads.
and the Paisley and Clerksbridge districts.

e Including team labour.
i Including the Barnsford and Paisley and Renfrew districts.

f Contract work.

(Continued from page 23.)

NAMES OF TRUSTS.	EXPENDITURE—*continued.* 19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF LINLITHGOW.							
1. Cleuch	-	-	46 15 8	-	-	36 6 8	832 3
2. Cramond Bridge, Queensferry, and Linlithgow	137 13 4	-	-	-	500 0 0	13 5 2	1,098 16
3. Linlithgow	76 8 4	-	5 16 3	-	-	13 2 2	562 17
£	214 1 8	-	52 11 11	-	500 0 0	62 14 0	2,493 17
COUNTY OF PEEBLES.							
Peebles:—							
1. First District	-	-	3 15 0	-	-	6 15 8	139 8
2. Second District	-	-	-	-	-	7 14 11	306 5
3. Third District	-	-	-	-	-	2 7 7	134 12
4. Fourth District	-	-	-	-	-	3 18 5	198 10
5. Fifth District	-	-	-	-	-	2 9 7	109 13
6. Sixth District	-	-	-	-	-	0 12 4	31 4
7. Tweed Bridge Pontage	25 11 0	-	-	-	-	2 7 11	161 12
£	25 11 0	-	3 15 0	-	-	26 6 5	1,081 8
COUNTY OF PERTH.							
1. Athole	375 4 6	-	-	-	-	19 12 5	896 14
2. Auchterarder	-	-	-	-	-	14 13 0	106 4
3. Blairgowrie and Bridge of Cally	224 4 0	-	26 17 0	-	-	9 2 3	472 15
4. Blairgowrie and Coupar Angus	101 14 10	-	-	-	-	5 4 6	179 4
5. Carse of Gowrie	49 10 4	-	0 4 3	-	100 0 0	20 10 4	802 2
6. Crieff and Longcausewayhead	23 12 0	-	-	-	-	55 15 9	764 11
7. Dalpatrick	72 16 1	-	-	-	-	5 18 8	141 8
8. Dalreoch	99 3 8	-	-	-	-	18 3 2	422 7
9. Drip and Frew and Netherton (united)	15 14 8	-	204 6 6	-	-	21 15 1	705 16
10. Dunblane, Doune, and Callander	338 5 4	-	-	-	-	23 19 5	967 8
11. Dunkeld to Aberfeldy and Kenmore	-	-	-	-	-	35 6 5	392 0
12. Dunning	-	-	-	-	-	4 3 10	66 8
13. Gleneagles	152 9 10	-	-	-	-	21 12 9	456 10
14. Glenfalloch	-	-	-	-	-	5 9 8	78 3
15. Glenlichorn	-	-	-	-	-	4 2 5	82 19
16. Lochearn	136 1 8	-	-	-	-	23 18 10	694 9
17. Lochtayside and Glendochart	250 0 1	-	-	-	-	23 8 5	669 10
18. Monteith	-	-	-	-	-	4 19 1	234 6
19. New Bridge of Earn	-	-	-	-	-	0 0 7	10 10
20. Perth Bridge	-	-	-	-	-	1 2 1	71 4
21. Perth and Coupar Angus	275 3 8	-	-	-	-	41 13 1	685 14
22. Perth and Crieff	370 3 8	-	2 2 0	-	-	23 15 10	858 10
23. Perth and Dunkeld	83 19 5	-	-	-	61 0 6	15 14 1	657 5
24. Perth and Kinclaven	1,000 0 0	-	-	-	-	15 15 6	1,221 12
25. Strathbraan	120 7 4	-	-	-	-	8 7 8	221 10
26. Strathtay	-	-	-	-	-	5 15 5	214 18
27. Taybridge Road	85 13 5	-	-	-	-	20 5 6	348 17
28. Tummell Bridge Road	185 4 0	-	-	-	-	22 0 7	589 0
£	3,959 8 6	-	233 9 9	-	161 0 6	472 6 4	13,012 10
COUNTY OF RENFREW.							
1. Kelly Roads	540 0 0	-	-	-	-	18 17 3	1,789 17
2. Renfrew and Greenock	385 15 3	-	-	-	-	40 13 10	1,341 1
3. Renfrewshire, First District	502 16 10	-	-	-	400 0 0	516 10 11	8,854 19
4. Ditto, Second District	683 9 0	-	-	-	-	92 14 4	2,968 3
5. Ditto, Third District	62 12 8	-	-	-	-	70 12 1	648 9
£	2,174 13 9	-	-	-	400 0 0	739 8 5	15,602 12

a Paid by the Peeblesshire Road Trustees. *b* Paid over to the Peeblesshire Road Trustees *c* Debt extinguished by Peeblesshire Roads Act, 1
g Including 566*l.* 17*s.* 2*d.* at 4*l.* per cent. *h* Interest according to inocme, none paid since 1864. *i* Including interest on postponed debt.
m Only 19 dividends, amounting to 32*l.* per cent., have been paid.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debits.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- -	- -	- - -	- - -	- - -	- -	55 1 0	- -	347 13 9	402 14 9
3,000 0 0	4	- -	- - -	166 12 2	3,166 12 2	36 5 0	- -	- -	- - -	36 5 0
2,077 9 9	3½ & 4	- -	- - -	- - -	2,077 9 9	77 0 0	- -	- -	231 5 0	308 5 0
5,077 9 9	- -	- -	- - -	166 12 2	5,244 1 11	113 5 0	55 1 0	- -	578 18 9	747 4 9
a - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	b 31 16 7	31 16 7
a - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	b 30 18 6	30 18 6
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	b206 2 10	206 2 10
a - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	b382 9 11	382 9 11
a - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	b 34 18 3	34 18 3
c - -	- -	- -	c - -	- - -	- - -	- -	- -	- -	b 6 10 1	6 10 1
a - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	b 2 16 6	2 16 6
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	695 12 8	695 12 8
9,500 0 0	4	60 0 0	- - -	45 11 9	9,605 11 9	—	—	—	—	—
4,380 5 10	5	- -	6,449 14 5	- - -	10,830 0 3	- -	- -	134 10 2	34 19 2	169 9 4
5,700 0 0	4	- -	- - -	65 12 7	5,765 12 7	—	—	—	—	—
f3,544 0 0	4	- -	- - -	- - -	3,544 0 0	- -	- -	40 0 0	205 9 11	245 9 11
e10,100 0 0	4	- -	- - -	176 8 6	10,276 8 6	—	—	—	—	—
600 0 0	4	- -	- - -	- - -	600 0 0	- -	- -	- -	1,706 1 4	1,706 1 4
f1,718 6 3	4	- -	886 14 2	412 8 10	3,017 9 3	- -	- -	59 11 9	- - -	59 11 9
l12,457 5 6	5	- -	10,861 6 1	- - -	23,318 11 7	- -	- -	159 8 10	145 6 5	304 15 3
400 0 0	4	- -	- - -	- - -	400 0 0	- -	- -	- -	546 2 9	546 2 9
8,600 0 0	4	- -	- - -	- - -	8,600 0 0	20 0 0	- -	- -	594 7 10	614 7 10
7,075 0 0	h -	- -	122 0 9	- - -	7,197 0 9	- -	- -	- -	513 9 7	513 9 7
9,047 6 2	5	- -	16,283 8 6	- - -	25,330 14 8	- -	- -	22 7 11	62 1 10	84 9 9
42,106 0 9	5	- -	37,446 6 7	- - -	79,550 7 4	- -	- -	242 4 6	- - -	242 4 6
4,280 0 0	4	- -	5,275 11 3	- - -	9,555 11 3	- -	- -	- -	0 9 3	0 9 3
5,543 14 0	5	- -	15,660 18 5	- - -	21,204 12 5	- -	- -	60 12 5	57 5 1	117 17 6
13,493 18 9	5	- -	18,750 4 1	- - -	32,244 2 10	49 0 0	- -	14 7 6	177 11 11	240 19 5
12,215 0 0	4	- -	244 6 0	1,044 11 8	13,503 17 8	—	—	—	—	—
2,988 11 0	4 & 4½	- -	1,193 18 7	- - -	4,182 9 7	- -	- -	- -	544 13 2	544 13 2
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	3,343 9 9	3,343 9 9
- - -	- -	- -	- - -	- - -	- - -	- -	- -	- -	153 6 0	153 6 0
9,940 0 0	3½ to 4½	- -	i 1,774 9 7	- - -	11,714 9 7	- -	- -	- -	408 14 1	408 14 1
9,906 4 10	4	- -	358 3 5	- - -	10,264 8 3	- -	- -	- -	113 9 2	113 9 2
2,012 8 5	4	- -	- - -	0 19 5	2,013 7 10	—	—	—	—	—
10,076 13 3	4½ & 5	- -	j 54,592 11 0	- - -	64,669 4 3	- -	- -	- -	545 3 0	545 3 0
5,873 2 11	5	- -	6,056 16 8	- - -	11,929 19 7	- -	- -	- -	82 7 6	82 7 6
1,300 0 0	5	- -	680 0 0	- - -	1,980 0 0	- -	- -	- -	158 0 3	158 0 3
k13,208 19 2	5	- -	9,451 12 9	- - -	22,660 11 11	97 8 4	- -	- -	71 15 7	169 3 11
6,391 8 10	5	- -	2,681 4 7	- - -	9,072 13 5	137 19 10	- -	106 0 0	390 14 0	634 13 10
212,458 5 8	- -	60 0 0	188,767 6 10	1,745 12 9	403,031 5 3	304 8 2	- -	839 3 1	9,854 17 7	10,998 8 10
12,000 0 0	4½	- -	- - -	- - -	12,000 0 0	- -	- -	- -	152 1 11	152 1 11
l 51,883 4 9	5	- -	m - -	- - -	51,883 4 9	- -	- -	- -	571 0 9	571 0 9
32,235 0 0	4½ & 5	1,371 16 1	14,387 4 0	1,756 17 0	49,750 17 1	—	—	—	—	—
14,130 0 0	5	156 12 0	1,649 6 8	997 15 10	16,933 14 6	—	—	—	—	—
4,670 0 0	5	615 6 3	901 14 7	444 16 1	6,631 16 11	—	—	—	—	—
114,918 4 9	- -	2,143 14 4	16,938 5 3	3,199 8 11	137,199 13 3	- -	- -	- -	723 2 8	723 2 8

d Including 1,000*l.* postponed debt.
j Including interest accumulated.
e No interest paid on 9,100*l.*
k Including 984*l.* at 4*l.* per cent.
f Including 518*l.* 6*s.* 3*d.* at 5*l.* per cent.
l Including 4,405*l.* postponed debt.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME. 4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. Total Income
COUNTY OF ROXBURGH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Drygrange Pontage	790 2 2	- - -	230 7 10	- - -	24 2 0	- - -	254 9
2. Great Road	96 9 6	- - -	172 0 0	- - -	1 14 9	- - -	173 14
3. Haremoss and Scotsdyke, East District	1,336 15 0	- - -	500 11 8	- - -	a 1,357 16 2	- - -	1,858 7
4. Jedburgh, 1st Assignation	- - -	242 16 0	995 19 4	- - -	22 12 9	- - -	1,018 12
5. „ 2nd Assignation	178 6 2	- - -	1,137 10 11	- - -	46 1 11	- - -	1,183 12
6. Kelso Bridge	1,332 8 11	- - -	- - -	- - -	52 4 11	- - -	52 4
7. Kelso Union, North Branch	87 5 5	- - -	400 4 0	- - -	2 3 11	- - -	402 7
8. „ South Branch	9 11 1	- - -	119 0 0	- - -	0 3 5	- - -	119 3
9. „ West Branch	178 6 5	- - -	289 2 4	- - -	2 16 0	- - -	291 18
10. Lauder and Kelso	- - -	895 18 5	1,159 16 0	- - -	- - -	- - -	1,159 16
11. Liddesdale	1,436 16 9	- - -	409 7 6	- - -	27 18 5	- - -	437 5
12. Selkirk and St. Boswell's	- - -	2 4 0	82 12 6	- - -	- - -	- - -	82 12
£	5,446 1 5	1,140 18 5	5,496 12 1	- - -	1,537 14 3	- - -	7,034 6
COUNTY OF SELKIRK.							
1. Ettrick	67 14 2	- - -	39 6 6	- - -	1 6 0	- - -	40 12
2. Selkirkshire	93 18 4	- - -	598 5 8	- - -	80 0 0	- - -	678 5
£	161 12 6	- - -	637 12 2	- - -	81 6 0	- - -	718 18
COUNTY OF STIRLING.							
1. Crossmuirhead to Higginsneuck Ferry	100 0 3	- - -	21 6 9	- - -	c 172 16 10	- - -	194 3
2. Denny to Fintry Branch	335 1 5	- - -	127 10 0	- - -	9 7 8	- - -	136 17
3. Kerse Road and Bridge	- - -	27 16 8	380 0 0	- - -	- - -	- - -	380 0
4. Linlithgow Bridge to Stirling, &c.	891 7 7	- - -	2,577 15 0	- - -	20 17 0	- - -	2,598 12
5. Redrow to Peathill	28 16 1	- - -	408 0 0	- - -	43 19 0	- - -	451 19
6. Stirling to Drymen Bridge	312 14 0	- - -	617 0 0	- - -	7 12 3	- - -	624 12
7. West Stirlingshire, First District	- - -	287 10 5	1,082 0 0	- - -	21 19 8	- - -	1,103 19
8. „ „ Second District	41 11 4	- - -	1,831 15 0	- - -	22 5 4	- - -	1,854 0
9. „ „ Third District	- - -	18 6 9	516 5 0	- - -	44 19 10	- - -	561 4
£	1,709 10 8	333 13 10	7,561 11 9	- - -	343 17 7	- - -	7,905 9
COUNTY OF WIGTOWN.							
1. Wigtown Bridges	2,070 10 0	- - -	- - -	- - -	100 8 10	- - -	100 8
2. Wigtown Roads	- - -	5 3 6	290 0 0	- - -	2 5 9	- - -	292 5
£	2,070 10 0	5 3 6	290 0 0	- - -	102 14 7	- - -	392 14

a Including 1,270*l.* from promoters of Teviot New Bridge.

b Including carriage.

EXPENDITURE.

9. Manual Labour.	10. Carriage of Materials.	11. Materials for Surface Repairs.	12. Land purchased.	13. Damage done in obtaining Materials.	14. Tradesmen's Bills.	15. Salaries of Treasurer.	16. Salaries of Clerk.	17. Salaries of Surveyor.	18. Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15 0 0	- - -	- - -	- - -	- - -	17 10 2	- - -	5 5 0	- - -	- - -
87 7 7	- - -	- - -	- - -	- - -	50 8 9	- - -	13 12 0	17 0 0	- - -
139 8 9	- - -	*b* 162 4 9	- - -	- - -	152 6 11	- - -	30 0 0	40 0 0	- - -
553 12 3	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	40 4 4
704 11 4	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	- - -
21 3 0	- - -	- - -	- - -	- - -	10 9 0	- - -	3 3 0	4 0 0	- - -
281 10 5	- - -	- - -	- - -	- - -	7 14 8	- - -	16 15 0	30 0 0	- - -
d 59 16 6	- - -	- - -	- - -	- - -	1 18 8	- - -	10 5 0	11 8 0	- - -
44 5 8	- - -	63 8 10	- - -	- - -	40 1 5	- - -	16 0 0	18 18 0	- - -
447 14 2	- - -	- - -	- - -	- - -	37 16 5	- - -	20 0 0	56 12 0	- - -
125 18 1	- - -	*b* 132 2 2	- - -	- - -	62 1 8	- - -	10 0 0	47 0 0	- - -
c 65 1 0	- - -	- - -	- - -	- - -	- - -	- - -	4 2 6	5 0 0	- - -
2,545 8 9	- - -	357 15 9	- - -	- - -	380 7 8	- - -	204 2 6	429 18 0	40 4 4
- -	- - -	- - -	- - -	- - -	5 5 4	- - -	5 0 0	- - -	- - -
305 11 4	66 15 9	129 13 11	- - -	- - -	53 17 7	- - -	40 0 0	69 11 0	- - -
305 11 4	66 15 9	129 13 11	- - -	- - -	59 2 11	- - -	45 0 0	69 11 0	- - -
22 12 10	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	2 10 0	- - -
34 3 2	11 2 0	6 10 0	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
111 6 0	14 8 6	42 5 0	- - -	- - -	21 4 0	- - -	21 0 0	15 0 0	- - -
1,156 8 8	- - -	- - -	- - -	- - -	- - -	- - -	100 0 0	130 0 0	- - -
c 202 5 1	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
211 12 0	83 15 6	41 15 6	- - -	- - -	2 4 9	- - -	30 0 0	50 0 0	- - -
c 652 10 5	- - -	- - -	- - -	6 10 0	- - -	- - -	31 10 0	56 15 0	- - -
c 906 4 11	- - -	- - -	- - -	12 11 0	- - -	- - -	53 8 0	96 3 0	- - -
c 424 16 10	- - -	- - -	- - -	- - -	- - -	- - -	15 2 0	27 2 0	- - -
3,721 19 11	109 6 0	90 10 6	- - -	19 1 0	23 8 9	- - -	276 0 0	407 10 0	- - -
- -	- - -	- - -	- - -	- - -	8 3 10	- - -	- - -	- - -	- - -
78 1 2	10 16 9	5 16 1	- - -	- - -	5 13 2	7 12 6	8 1 0	16 0 0	- - -
78 1 2	10 16 9	5 16 1	- - -	- - -	13 17 0	7 12 6	8 1 0	16 0 0	- - -

c Including materials, &c. *d* Including materials. *e* Including 164*l.* 0*s.* 1*d.* additional subscriptions.

(*Continued on page 28.*)

(Continued from page 27.)

NAMES OF TRUSTS.	EXPENDITURE—*continued.* 19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. Total Expenditure.
COUNTY OF ROXBURGH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Drygrange Pontage	1 5 2	-	-	-	-	0 13 10	39 14
2. Great Road	-	-	-	-	-	6 10 9	174 19
3. Haremoss and Scotsdyke, East District	-	-	1,837 6 3	-	-	24 13 2	2,385 19
4. Jedburgh, 1st Assignation	557 12 10	20 0 0	-	-	-	41 2 11	1,350 2
5. „ 2nd Assignation	-	20 0 0	-	-	-	24 0 7	886 1
6. Kelso Bridge	-	-	-	-	-	6 2 0	44 17
7. Kelso Union, North Branch	-	-	-	-	-	4 15 5	340 15
8. „ South Branch	10 14 2	-	-	-	20 0 0	4 3 3	118 5
9. „ West Branch	124 14 9	-	-	-	-	6 3 6	313 12
10. Lauder and Kelso	46 17 10	-	-	-	-	24 14 6	633 14
11. Liddesdale	-	-	500 0 0	-	-	22 0 3	899 2
12. Selkirk and St. Boswell's	-	-	-	-	-	7 14 1	81 17
£	741 4 9	40 0 0	2,337 6 3	-	20 0 0	172 14 3	7,269 2
COUNTY OF SELKIRK.							
1. Ettrick	21 10 2	-	-	-	-	1 17 8	33 13
2. Selkirkshire	-	13 10 0	364 6 6	-	60 18 9	21 14 4	1,125 19
£	21 10 2	13 10 0	364 6 6	-	60 18 9	23 12 0	1,159 12
COUNTY OF STIRLING.							
1. Crossmuirhead to Higginsneuck Ferry	-	-	-	-	-	1 2 9	31 5
2. Denny to Fintry Branch	-	-	-	-	-	4 17 5	81 12
3. Kerse Road and Bridge	138 0 0	-	27 15 0	-	-	5 7 6	396 6
4. Linlithgow Bridge to Stirling, &c.	891 16 8	-	-	-	-	200 3 3	2,478 8
5. Redrow to Peathill	196 10 2	-	-	-	-	6 17 2	430 12
6. Stirling to Drymen Bridge	181 10 7	-	-	-	-	9 2 5	610 0
7. West Stirlingshire, First District	284 12 8	-	-	-	-	41 12 8	1,073 10
8. „ „ Second District	22 15 1	-	-	-	700 0 0	93 15 10	1,884 17
9. „ „ Third District	32 13 11	-	-	-	-	20 5 1	519 19
£	1,747 19 1	-	27 15 0	-	700 0 0	383 4 1	7,506 14
COUNTY OF WIGTOWN.							
1. Wigtown Bridges	-	-	45 0 0	-	-	-	53 3
2. Wigtown Roads	13 5 6	-	10 0 0	-	-	16 16 2	172 2
£	13 5 6	-	55 0 0	-	-	16 16 2	225 6

a No interest has been paid on 1,200*l.*
f No interest paid on 4,500*l.* postponed debt.
b Uncertain, interest being according to income.
g Due from 1st District.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Interest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. Total Debits.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. Total Assets.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d
25 2 6	5	- -	- - -	- - -	25 2 6	- -	- -	- -	1,004 17 10	1,004 17 10
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	95 5 2	95 5 2
00 0 0	5	- -	5,745 0 0	- - -	6,845 0 0	- -	- -	- -	809 3 0	809 3 0
64 18 8	4½	- -	130 11 1	574 6 3	19,969 16 0	2 12 0	- -	- -	- - -	2 12 0
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	475 17 1	475 17 1
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	1,339 16 10	1,339 16 10
00 0 0	5	- -	6,000 0 0	- - -	9,000 0 0	10 16 0	- -	- -	148 17 10	159 13 10
39 13 4	5	- -	*a* 1,199 19 3	- - -	4,239 12 7	- -	- -	- -	10 8 11	10 8 11
50 0 0	5	- -	2,040 0 0	- - -	4,590 0 0	- -	- -	- -	156 12 7	156 12 7
- -	- -	- -	- - -	369 17 4	369 17 4	—	—	—	—	—
00 0 0	5	- -	15,882 5 10	- - -	20,882 5 10	106 5 0	- -	54 7 5	975 0 6	1,135 12 11
- -	- -	- -	- - -	1 9 1	1 9 1	- -	- -	16 16 0	- - -	16 16 0
79 14 6	- -	- -	30,997 16 2	945 12 8	65,923 3 4	119 13 0	- -	71 3 5	5,015 19 9	5,206 16 2
50 0 0	4	- -	- - -	- - -	550 0 0	- -	- -	- -	74 13 6	74 13 6
82 16 5	None	- -	- - -	353 15 2	536 11 7	—	—	—	—	—
32 16 5	- -	- -	- - -	353 15 2	1,086 11 7	- -	- -	- -	74 13 6	74 13 6
26 10 8	*b* -	- -	*b* - -	- - -	3,626 10 8	- -	- -	- -	262 18 3	262 18 3
- -	- -	- -	- - -	- - -	- - -	- -	- -	- -	390 6 6	390 6 6
50 0 0	4 & 5	- -	8,877 0 0	44 2 8	17,771 2 8	—	—	—	—	—
87 10 0	4	- -	- - -	- - -	22,487 10 0	13 5 0	- -	- -	1,011 11 0	1,024 16 0
37 0 4	*d* -	- -	- - -	- - -	12,937 0 4	- -	- -	- -	50 2 8	50 2 8
65 0 0	4½ to 5	- -	- - -	- - -	6,565 0 0	- -	- -	10 0 0	327 5 6	337 5 6
078 14 9	4	- -	*f* - -	257 1 6	11,335 16 3	—	—	—	—	—
- -	- -	- -	- - -	- - -	- - -	- -	- -	*g* 350 0 0	10 13 10	360 13 10
00 0 0	4 & 5	- -	- - -	- - -	700 0 0	- -	- -	*g* 350 0 0	22 18 3	372 18 3
44 15 9	- -	- -	8,877 0 0	301 4 2	75,422 19 11	13 5 0	- -	710 0 0	2,075 16 0	2,799 1 0
- -	- -	- -	- - -	- - -	- - -	- -	- -	7 2 0	2,117 15 0	2,124 17 0
00 0 0	4½	- -	- - -	- - -	300 0 0	15 0 0	- -	- -	114 19 11	129 19 11
00 0 0	- -	- -	- - -	- - -	300 0 0	15 0 0	- -	7 2 0	2,232 14 11	2,254 16 11

c Interest on 2,000*l.* postponed. *d* Uncertain. *e* Including 700*l.* lent by other Districts.
h Including 350*l.* to 1st District.

LONDON:
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

HIGHWAYS.

ABSTRACTS OF THE GENERAL STATEMENTS

OF THE

Receipts and Expenditure

ON ACCOUNT OF THE

Highways of the several Parishes, Townships, &c.

IN

ENGLAND AND WALES,

FOR THE YEAR 1866.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1868.

20989.

*** This Return comprises the following Abstracts :—

1. England and North Wales, so far as the Highways are included in *Divisions*, under the 12th & 13th Victoria, Cap. 35., for the year ending 25th March 1866.

2. England and North Wales, so far as the Highways are included in *Districts*, under the 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the year ending 31st December 1866.

3. South Wales, complete, under the 23rd & 24th Victoria, Cap. 68., for the year ending 25th March 1866.

SUMMARY of the Receipts and Expenditure of the several Returns included in these Abstracts.

Number of Returns, 15,597.

	£	s.	d.
Balance in hand	164,137	16	6
Balance overspent	80,420	18	10
Receipts.			
Rates or Assessments	1,344,944	3	10
Team Labour performed in lieu of Rates	18,481	5	11
Other Work performed in lieu of Rates	2,466	9	5
From Turnpike Trusts	9,818	5	8
Money borrowed	6,015	0	0
Other Receipts	30,325	16	5
Total Receipts	1,412,051	1	3
Expenditure.			
Manual Labour	547,952	2	2
Team Labour	235,855	3	5
Materials	354,477	14	9
Tradesmen's Bills	78,402	1	4
Improvements	11,170	16	9
Salaries and Common Charges	92,710	2	0
Team Labour performed in lieu of Rates	18,481	5	11
Other Work performed in lieu of Rates	2,466	9	5
To Turnpike Trusts	21,938	17	10
Interest of Debt	209	6	4
Money borrowed repaid	356	13	4
Other Payments	37,631	6	2
Total Expenditure	1,401,651	19	5
Balance in hand	172,574	4	11
Balance overspent	78,458	5	5
Money borrowed	8,493	6	8
Unpaid Interest	15	0	0

Home Office, Whitehall,
31st January 1868.

JAMES FERGUSSON.

LIST OF COUNTIES.

ENGLAND.

WALES.

ABSTRACT of the GENERAL STATEMENTS of the RECEIPTS and EXPENDITURE on account of the HIGHWAYS of the PARISHES, TOWNSHIPS, &c. in the several COUNTIES of ENGLAND and WALES, for the Year ending 25th March 1866, pursuant to the Act 12 & 13 Vict. Cap. 35.

NAMES OF COUNTIES.	RETURNS.	BALANCES, 25th March 1865. In hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Team Labour performed in lieu of Rates.	RECEIPTS. Other Work performed in lieu of Rates.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Other Receipts.	RECEIPTS. TOTAL RECEIPTS.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ENGLAND.									
BEDFORDSHIRE	—	—	—	—	—	—	—	—	—
BERKSHIRE	122	1,340 7 0	232 12 9	6,615 17 5	120 15 8	18 4 10	22 4 0	155 10 10	6,932 12 9
BUCKINGHAMSHIRE	255	3,106 13 7	938 10 1	18,193 10 11	353 12 8	- - -	373 0 0	935 8 8	19,855 12 3
CAMBRIDGESHIRE	154	2,864 19 10	1,064 7 11	23,256 0 5	259 8 10	3 15 7	- - -	977 6 10	24,496 11 8
CHESHIRE	2	- - -	110 13 5	709 15 7	- - -	- - -	- - -	180 19 1	890 14 8
CORNWALL	9	443 19 10	- - -	2,502 17 5	32 13 3	- - -	- - -	68 3 1	2,603 13 9
CUMBERLAND	267	1,615 3 11	326 19 11	8,761 4 4	136 17 11	61 7 1	31 6 4	317 5 7	9,308 1 3
DERBYSHIRE	335	2,997 16 7	435 11 0	18,277 6 2	1,194 8 9	135 8 11	251 16 2	765 13 9	20,624 13 9
DEVONSHIRE	16	331 16 11	73 14 7	3,194 2 5	19 1 9	- - -	106 0 0	112 17 11	3,432 2 1
DORSETSHIRE	5	39 1 9	3 7 8	1,115 9 8	- - -	- - -	- - -	39 5 9	1,154 15 5
DURHAM	2	259 7 10	- - -	686 9 11	160 10 11	- - -	- - -	11 14 9	858 15 7
ESSEX	359	3,926 6 7	1,233 4 8	25,273 17 7	2,189 9 10	4 17 6	0 6 6	453 19 4	27,922 10 9
GLOUCESTERSHIRE	48	548 7 2	73 9 6	3,340 10 4	5 7 6	- - -	31 7 5	91 3 3	3,468 8 6
HAMPSHIRE	34	529 18 5	8 2 7	4,739 0 4	- - -	- - -	- - -	1,905 17 2	6,644 17 6
HEREFORDSHIRE	20	133 4 0	50 18 9	1,124 16 9	2 3 0	- - -	- - -	- - -	1,126 19 9
HERTFORDSHIRE	149	2,851 3 5	836 4 8	14,536 15 8	229 5 10	- - -	3 14 8	361 10 2	15,131 6 4
HUNTINGDONSHIRE	4	39 17 7	14 6 9	87 16 3	- - -	- - -	- - -	0 16 0	88 12 3
KENT	19	190 9 0	118 19 5	1,816 19 9	16 19 2	14 17 2	- - -	14 14 6	1,863 10 7
LANCASHIRE	374	5,428 15 10	1,126 3 1	34,300 13 11	1,314 1 0	364 3 10	777 2 0	1,541 5 11	38,297 6 8
LEICESTERSHIRE	—	—	—	—	—	—	—	—	—
LINCOLNSHIRE	722	10,274 17 5	3,708 19 0	100,806 18 0	3,059 13 1	160 7 7	60 18 8	2,910 10 4	106,998 7 8
MIDDLESEX	41	1,313 12 4	321 11 4	71,673 17 10	339 12 7	67 13 6	- - -	1,180 13 10	73,261 17 9
MONMOUTHSHIRE	—	—	—	—	—	—	—	—	—
NORFOLK	659	4,719 6 3	1,602 10 10	22,816 2 3	506 10 7	107 3 11	- - -	716 5 2	24,146 1 11
NORTHAMPTONSHIRE	36	714 18 4	95 7 11	2,835 13 9	- - -	- - -	- - -	241 5 2	3,076 18 11
NORTHUMBERLAND	319	869 0 1	141 9 4	6,624 10 4	472 18 1	108 17 5	- - -	26 12 0	7,232 17 10
NOTTINGHAMSHIRE	1	25 5 1	- - -	267 7 9	- - -	- - -	- - -	28 19 11	296 7 8
OXFORDSHIRE	3	46 15 6	0 16 3	160 17 4	16 3 0	- - -	- - -	20 10 0	197 10 4
RUTLANDSHIRE	57	548 10 10	107 2 11	4,364 3 3	46 2 6	- - -	- - -	79 11 10	4,489 17 7
SHROPSHIRE	56	183 14 4	154 13 3	1,588 16 11	8 0 0	8 0 0	10 0 0	99 7 3	1,714 4 2
SOMERSETSHIRE	4	244 7 7	- - -	845 16 6	- - -	- - -	- - -	139 8 0	985 4 6
STAFFORDSHIRE	441	4,110 2 0	619 6 11	18,986 0 3	108 3 8	12 0 3	- - -	459 10 9	19,565 14 11
SUFFOLK	290	2,179 5 8	683 14 1	14,189 16 5	151 11 3	- - -	0 15 0	226 19 0	14,569 1 8
SURREY	2	- - -	25 9 7	562 0 0	- - -	- - -	- - -	411 13 2	973 13 2
SUSSEX	273	3,892 19 5	1,000 17 0	23,869 6 11	1,194 11 3	21 10 0	27 14 3	645 6 5	25,758 8 10
WARWICKSHIRE	201	2,434 14 10	421 18 1	12,927 1 7	122 16 2	58 10 0	- - -	432 18 7	13,541 6 4
WESTMORLAND	166	994 15 8	59 12 11	3,360 2 1	18 2 9	6 2 0	- - -	221 6 8	3,605 13 6
WILTSHIRE	7	68 13 9	95 16 0	986 14 1	3 11 4	- - -	5 15 0	5 1 6	1,001 1 11
WORCESTERSHIRE	79	1,120 10 0	191 8 0	5,543 12 4	177 16 6	0 4 0	- - -	179 18 6	5,901 11 4
YORKSHIRE	1,508	16,718 4 11	3,602 18 0	148,869 12 7	4,572 0 5	894 2 2	4,623 13 4	5,993 14 7	164,953 3 1
	7,039	77,107 3 3	19,480 18 2	609,811 15 0	16,832 9 3	2,047 5 9	6,325 13 4	21,953 5 3	656,970 8 7
NORTH WALES.									
ANGLESEY	75	226 6 8	241 14 0	2,390 16 5	537 15 2	61 18 9	- - -	14 14 0	3,005 4 4
CARNARVONSHIRE	76	240 19 11	195 11 1	2,413 6 6	616 9 8	195 16 2	- - -	24 13 10	3,250 6 2
DENBIGHSHIRE	79	72 13 7	32 17 0	1,451 11 0	100 8 11	16 14 11	- - -	119 18 4	1,688 13 2
FLINTSHIRE	126	659 12 5	89 19 4	5,230 9 6	231 6 8	15 11 6	- - -	24 14 0	5,502 1 8
MERIONETHSHIRE	40	121 13 11	10 12 1	461 13 5	9 3 6	7 3 0	- - -	20 17 4	498 17 3
MONTGOMERYSHIRE	286	717 12 2	125 19 4	4,039 1 10	153 12 9	121 19 4	1 11 6	31 9 9	4,347 15 2
	682	2,038 18 8	696 12 10	15,986 18 8	1,648 16 8	419 3 8	1 11 6	236 7 3	18,292 17 9
TOTAL OF ENGLAND AND NORTH WALES	7,721	79,146 1 11	20,177 11 0	625,798 13 8	18,481 5 11	2,466 9 5	6,327 4 10	22,189 12 6	675,263 6 4

NAMES OF COUNTIES.	EXPENDITURE. Manual Labour.	EXPENDITURE. Team Labour.	EXPENDITURE. Materials.	EXPENDITURE. Tradesmen's Bills.	EXPENDITURE. Salaries.	EXPENDITURE. Team Labour performed in lieu of Rates.	EXPENDITURE. Other Work performed in lieu of Rates.	EXPENDITURE. To Turnpike Trusts.	EXPENDITURE. Other Payments.	EXPENDITURE. TOTAL EXPENDITURE.	BALANCES, 25th March 1866. In hand.	BALANCES, 25th March 1866. Overspent.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ENGLAND.												
BEDFORDSHIRE	—	—	—	—	—	—	—	—	—	—	—	—
BERKSHIRE	2,698 17 4	1,897 17 7	940 6 0	650 14 2	309 3 0	120 15 8	18 4 10	1 14 2	380 19 11	7,018 12 8	1,283 2 8	261 8 4
BUCKINGHAMSHIRE	6,791 6 9	1,824 14 3	7,280 0 9	1,665 8 8	323 11 0	353 12 8	- - -	285 15 5	1,059 18 3	19,584 7 9	3,192 11 9	753 3 9
CAMBRIDGESHIRE	7,061 19 8	4,109 8 10	9,610 7 3	1,669 11 5	835 0 2	259 8 10	3 15 7	255 14 7	976 17 6	24,782 3 10	2,596 17 10	1,081 18 1
CHESHIRE	284 1 10	68 8 8	300 14 10	89 6 3	65 0 0	- - -	- - -	- - -	95 9 3	903 0 10	- - -	122 19 7
CORNWALL	1,278 19 4	299 14 11	434 5 8	307 13 11	170 5 0	32 13 3	- - -	104 12 3	160 9 10	2,788 14 2	321 12 1	62 12 8
CUMBERLAND	4,577 0 10	955 12 3	2,150 9 1	231 5 9	411 1 10	136 17 11	61 7 1	8 3 0	586 1 4	9,117 19 1	1,800 7 8	322 1 6
DERBYSHIRE	8,425 16 8	3,571 2 11	3,277 2 10	1,286 2 7	878 6 6	1,194 8 9	135 8 11	704 2 2	957 15 0	20,430 6 4	3,364 8 2	607 15 2
DEVONSHIRE	1,884 9 2	395 9 2	542 18 9	218 15 10	105 6 4	19 1 9	- - -	- - -	143 9 3	3,309 10 3	458 11 9	77 17 7
DORSETSHIRE	344 17 6	120 1 11	348 10 3	163 6 6	- - -	- - -	- - -	- - -	103 9 4	1,080 5 6	110 4 0	—
DURHAM	336 3 7	- - -	200 19 2	53 4 11	97 12 0	160 10 11	- - -	40 0 0	21 18 7	910 9 2	207 14 3	—
ESSEX	6,741 13 0	6,100 6 4	7,869 18 8	3,444 13 6	949 4 5	2,189 9 10	4 17 6	- - -	1,332 12 6	28,632 15 9	4,018 19 11	2,036 3 0
GLOUCESTERSHIRE	1,552 14 4	715 11 3	751 10 2	218 4 7	189 7 5	5 7 6	- - -	75 19 8	119 1 7	3,627 16 6	488 0 7	172 10 11
HAMPSHIRE	2,031 8 10	3,775 3 11	591 0 3	72 12 3	264 5 10	- - -	- - -	- - -	44 9 6	6,779 0 7	395 14 7	8 1 10
HEREFORDSHIRE	389 13 10	261 5 1	330 18 4	15 10 9	55 0 0	2 3 0	- - -	76 14 6	12 17 11	1,144 3 5	109 5 6	44 3 11
HERTFORDSHIRE	5,972 16 1	1,848 2 11	3,672 18 6	2,094 2 6	598 1 3	229 5 10	- - -	20 4 1	627 9 2	15,063 0 4	2,757 12 6	674 7 9
HUNTINGDONSHIRE	30 8 7	18 5 9	37 12 8	42 3 9	- - -	- - -	- - -	- - -	16 7 10	144 18 7	12 16 8	43 12 2
KENT	400 11 9	278 10 6	588 19 10	228 5 1	49 10 9	16 19 2	14 17 2	72 5 2	101 19 9	1,751 19 2	242 13 5	59 12 5
LANCASHIRE	14,408 12 1	5,116 2 3	9,426 1 2	1,549 19 11	2,347 4 1	1,314 1 0	364 3 10	836 6 4	1,662 17 7	37,025 8 3	6,369 11 3	795 0 1
LEICESTERSHIRE	—	—	—	—	—	—	—	—	—	—	—	—
LINCOLNSHIRE	37,277 1 5	18,272 2 7	35,455 5 5	6,158 14 9	2,255 11 3	3,059 13 1	160 7 7	1,232 3 7	3,284 5 0	107,155 4 8	9,551 11 0	3,142 9 7
MIDDLESEX	33,286 10 3	19,042 0 11	7,197 12 6	6,378 15 2	2,773 9 3	339 12 7	67 13 6	- - -	3,338 12 8	72,424 6 10	2,073 10 7	243 18 8
MONMOUTHSHIRE	—	—	—	—	—	—	—	—	—	—	—	—
NORFOLK	7,744 1 7	4,561 7 3	8,198 9 1	1,713 17 6	705 9 3	506 10 7	107 3 11	222 12 7	1,007 3 0	24,766 14 9	4,106 6 5	1,610 3 10
NORTHAMPTONSHIRE	1,335 4 4	394 2 11	1,374 2 11	149 5 1	59 4 0	- - -	- - -	- - -	144 10 2	3,456 9 5	455 2 1	215 2 2
NORTHUMBERLAND	3,153 17 1	1,761 13 10	1,294 5 5	69 5 4	82 7 6	472 18 1	108 17 5	175 16 9	268 0 5	7,387 1 10	899 18 3	326 11 6
NOTTINGHAMSHIRE	114 10 3	44 2 8	- - -	109 9 2	20 0 0	- - -	- - -	- - -	19 4 5	307 6 6	14 6 3	—
OXFORDSHIRE	52 15 5	2 1 6	41 0 11	73 1 2	11 0 0	16 3 0	- - -	20 0 0	1 19 6	218 1 6	25 8 1	—
RUTLANDSHIRE	1,712 2 6	746 18 1	1,615 6 1	224 19 11	102 19 7	46 2 6	- - -	- - -	39 14 11	4,488 3 7	566 13 9	123 11 10
SHROPSHIRE	736 14 9	301 15 7	189 18 4	105 15 8	25 6 0	8 0 0	8 0 0	25 0 0	78 18 5	1,479 8 9	321 1 2	57 4 8
SOMERSETSHIRE	472 0 1	174 12 10	123 4 1	12 9 6	62 12 11	- - -	- - -	- - -	304 3 4	1,149 2 9	94 19 2	14 9 10
STAFFORDSHIRE	8,791 5 7	3,667 16 10	3,047 16 2	2,015 9 7	1,262 12 8	108 3 8	12 0 3	424 16 0	1,243 11 7	20,573 12 4	3,336 7 0	853 9 4
SUFFOLK	3,526 19 8	1,816 18 0	5,998 13 5	1,514 6 5	891 14 6	151 11 3	- - -	14 12 1	421 19 1	14,336 14 5	2,428 12 0	700 13 2
SURREY	340 2 5	80 19 4	163 4 2	156 5 1	97 0 0	- - -	- - -	- - -	118 13 1	956 4 1	- - -	8 0 6
SUSSEX	7,682 6 1	5,566 8 3	5,905 9 10	2,064 3 6	1,132 9 3	1,194 11 3	21 10 0	387 8 4	1,180 6 1	25,134 12 7	4,530 17 5	1,014 18 9
WARWICKSHIRE	4,933 9 4	1,685 10 3	4,303 14 4	1,088 10 10	565 7 3	122 16 2	58 10 0	259 1 6	513 14 5	13,530 14 1	2,282 15 4	259 6 4
WESTMORLAND	2,367 15 8	494 16 6	478 15 6	133 3 2	177 8 0	18 2 9	6 2 0	- - -	167 10 7	3,843 14 2	776 9 10	79 7 9
WILTSHIRE	231 0 1	57 3 6	186 15 11	355 16 9	52 10 0	3 11 4	- - -	13 0 0	90 8 1	990 5 8	92 4 2	108 10 2
WORCESTERSHIRE	2,311 10 8	953 13 2	1,248 16 10	669 0 11	270 13 6	177 16 6	0 4 0	63 2 10	404 4 10	6,099 3 3	1,024 9 1	292 19 0
YORKSHIRE	58,823 15 10	27,476 1 7	53,559 9 8	7,371 3 3	3,922 9 4	4,572 0 5	894 2 2	3,057 15 9	6,020 3 0	165,697 1 0	16,356 16 4	3,985 7 4
	240,104 14 2	118,456 4 1	178,736 14 9	44,364 15 1	22,118 3 10	16,832 9 3	2,047 5 9	8,377 0 9	27,051 6 8	658,088 14 4	76,667 12 6	20,159 13 2
NORTH WALES.												
ANGLESEY	976 19 9	246 18 10	648 10 1	67 9 0	262 14 2	537 15 2	61 18 9	- - -	69 3 6	2,871 9 3	256 17 4	138 9 7
CARNARVONSHIRE	1,206 17 7	300 3 6	156 6 4	37 12 8	278 13 7	616 9 8	195 16 2	29 14 8	474 6 5	3,296 0 7	281 17 11	282 3 6
DENBIGHSHIRE	727 19 5	234 5 1	294 10 6	73 18 9	23 16 10	100 8 11	16 14 11	2 10 0	179 19 8	1,654 4 1	99 6 11	25 1 3
FLINTSHIRE	1,690 8 2	749 8 10	512 16 3	64 3 8	130 12 9	231 6 8	15 11 6	1,837 1 2	206 2 9	5,437 11 9	740 18 7	106 15 7
MERIONETHSHIRE	353 14 7	43 1 10	1 9 4	8 6 0	38 8 8	9 3 6	7 3 0	102 11 10	45 5 5	609 4 2	35 17 11	35 3 0
MONTGOMERYSHIRE	1,740 5 7	793 15 6	374 17 10	184 11 2	47 9 1	153 12 9	121 19 4	702 18 8	279 17 3	4,399 7 2	706 11 4	166 10 6
	6,696 5 1	2,367 13 7	1,988 10 4	436 1 3	781 15 1	1,648 16 8	419 3 8	2,674 16 4	1,254 15 0	18,267 17 0	2,121 10 0	754 3 5
TOTAL OF ENGLAND AND NORTH WALES	246,800 19 3	120,823 17 8	180,725 5 1	44,800 16 4	22,899 18 11	18,481 5 11	2,466 9 5	11,051 17 1	28,306 1 8	676,356 11 4	78,789 2 6	20,913 16 7

*** The Returns under the "Local Government Act," and the "Metropolis Local Management Act," and from places under "Improvement Acts," are now included with the "Local Taxation Returns," and are omitted from these Returns.

ABSTRACT STATEMENTS.

ENGLAND.

COUNTY OF BERKS.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Team Labour performed in lieu of Rates.	RECEIPTS. Other Work performed in lieu of Rates.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Man Labo
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s
Forest, The	17	243 14 4	- - -	1,008 9 9	97 9 2	- -	- -	5 12 0	1,111 10 11	432
Lamborne	7	9 5 7	59 15 4	433 17 7	- -	- -	- -	- -	433 17 7	111
Maidenhead*	8	175 11 4	29 5 2	1,048 13 6	- -	- -	- -	9 2 1	1,057 15 7	423 1
Moreton	13	299 4 8	3 15 10	801 9 9	- -	- -	- -	41 3 0	842 12 9	350
Newbury	44	331 19 2	51 2 11	1,260 12 7	7 17 6	- -	22 4 0	26 0 0	1,316 14 1	529 1
Reading	26	192 2 1	61 1 8	1,107 3 3	15 9 0	18 4 10	- -	42 1 7	1,182 18 8	492 1
Wantage	2	27 6 6	- - -	30 5 10	- -	- -	- -	- -	30 5 10	23
Windsor	4	7 7 5	27 11 10	587 15 6	- -	- -	- -	21 14 8	609 10 2	176
Borough of Abingdon	1	53 15 11	- - -	337 9 8	- -	- -	- -	9 17 6	347 7 2	158 1
	122	1,340 7 0	232 12 9	6,615 17 5	120 15 8	18 4 10	22 4 0	155 10 10	6,932 12 9	2,698 1

* For the year ending 25th March 1865.

COUNTY OF BUCKS.

Ashendon	16	309 8 8	0 0 1	1,461 14 2	23 2 0	- -	- -	6 19 8	1,491 15 10	466
Aylesbury	33	251 10 6	152 12 5	2,731 16 8	6 4 0	- -	294 0 0	29 15 4	3,061 16 0	1,067
Buckingham	31	178 11 0	97 12 5	1,927 7 8	93 13 10	- -	15 0 0	49 4 6	2,085 6 0	755
Burnham	17	205 4 7	37 2 5	1,015 13 0	34 7 3	- -	- -	10 6 8	1,060 6 11	450
Chesham	13	43 18 7	62 15 0	585 10 0	- -	- -	- -	17 18 9	603 8 9	210 1
Cottesloe, South	20	429 8 11	142 0 10	1,784 1 10	- -	- -	- -	41 12 11	1,825 14 9	725
Desborough, 1st Div^{n}	8	103 11 7	53 7 10	903 12 1	- -	- -	- -	50 9 2	954 1 3	360
Desborough, 2nd Div^{n}	11	297 14 8	44 3 4	1,034 14 5	- -	- -	64 0 0	144 3 3	1,242 17 8	480 1
Newport	44	425 1 2	162 18 11	2,487 6 6	100 3 6	- -	- -	73 19 11	2,661 9 11	909
Quainton	19	328 4 6	52 12 4	1,321 13 9	62 2 0	- -	- -	- -	1,383 15 9	365
Stoke	12	147 7 4	16 13 5	854 6 9	- -	- -	- -	274 12 6	1,128 19 3	283
Stony Stratford	9	69 16 11	25 0 3	755 18 0	20 19 1	- -	- -	8 15 4	785 12 5	213 1
Winslow	15	128 8 6	15 3 1	820 15 3	13 1 0	- -	- -	8 19 0	842 15 3	243 1
Boroughs, &c.	7	188 6 8	76 7 9	509 0 10	- -	- -	- -	218 11 8	727 12 6	260
	255	3,106 13 7	938 10 1	18,193 10 11	353 12 8	- -	373 0 0	935 8 8	19,855 12 3	6,791

COUNTY OF CAMBRIDGE.

Arrington and Melbourne	28	408 17 11	310 10 7	2,898 7 5	78 7 1	3 15 7	- -	59 19 11	3,040 10 0	719 1
Bottisham	11	281 18 6	75 4 10	961 7 4	24 3 0	- -	- -	67 6 6	1,052 16 10	466
Cambridge	33	359 10 1	160 5 8	3,578 18 7	85 12 0	- -	- -	584 17 9	4,249 8 4	1,651
Caxton	16	94 2 9	101 3 5	1,277 19 4	- -	- -	- -	31 8 6	1,309 7 10	321 1
Linton	20	118 12 0	259 13 0	1,724 10 10	71 6 9	- -	- -	29 13 7	1,825 11 2	449
Newmarket	18	439 2 7	96 16 5	2,995 8 9	- -	- -	- -	15 8 6	3,010 17 3	1,070 1
Isle of Ely.										
Ely and Witchford, South	12	445 1 7	8 2 11	2,161 11 11	- -	- -	- -	38 14 10	2,200 6 9	515 1
Whittlesey	2	105 3 3	- - -	2,127 5 10	- -	- -	- -	7 5 0	2,134 10 10	694
Wisbech	9	526 18 2	52 11 1	3,895 7 0	- -	- -	- -	97 9 0	3,992 16 0	814 1
Witchford, North	5	85 13 0	- - -	1,635 3 5	- -	- -	- -	45 3 3	1,680 6 8	357 1
	154	2,864 19 10	1,064 7 11	23,256 0 5	259 8 10	3 15 7	- -	977 6 10	24,496 11 8	7,061 1

ENGLAND.

COUNTY OF BERKS.

EXPENDITURE.									BALANCES, 25th March 1866.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3 19 7	117 18 11	154 1 6	94 2 0	97 9 2	- -	- -	70 10 8	1,140 9 1	257 6 3	42 10 1
1 1 9	92 16 0	18 7 6	5 0 0	- -	- -	- -	13 9 3	322 0 11	61 6 11	- - -
9 12 2	181 13 0	121 11 5	68 0 0	- -	- -	- -	11 13 6	1,046 0 2	169 8 1	11 6 6
9 7 9	160 14 11	34 17 11	- - -	- -	- -	- -	22 9 10	977 19 8	182 3 5	22 1 6
6 6 4	95 9 8	116 2 2	5 0 0	7 17 6	- -	- -	166 4 1	1,366 19 4	324 6 1	93 15 1
0 4 5	104 14 7	125 10 0	67 1 0	15 9 0	18 4 10	1 14 2	28 0 0	1,223 12 4	169 16 8	79 9 11
7 4 10	9 3 8	1 15 9	- - -	- -	- -	- -	0 7 0	41 15 6	23 6 6	7 9 8
5 17 9	79 7 11	68 17 6	55 0 0	- -	- -	- -	47 7 4	542 18 10	51 2 6	4 15 7
4 3 0	98 7 4	9 10 5	15 0 0	- -	- -	- -	20 18 3	356 16 10	44 6 3	- - -
7 17 7	940 6 0	650 14 2	309 3 0	120 15 8	18 4 10	1 14 2	380 19 11	7,018 12 8	1,283 2 8	261 8 4

COUNTY OF BUCKS.

0 4 10	864 6 7	34 6 1	10 0 0	23 2 0	- -	25 0 0	30 0 4	1,613 0 2	217 19 0	29 14 9
0 5 4	1,390 13 8	196 2 9	124 2 0	6 4 0	- -	- -	89 11 5	2,924 4 7	325 11 0	89 1 6
9 2 6	597 3 11	69 1 7	15 0 0	93 13 10	- -	- -	51 19 2	1,891 3 2	318 19 6	43 18 1
5 4 1	159 5 9	177 8 2	62 7 0	34 7 3	- -	- -	50 12 5	1,039 10 1	330 5 1	141 6 1
0 19 0	156 13 5	80 15 9	- - -	- -	- -	- -	82 19 2	561 18 8	63 9 3	40 15 7
3 12 5	820 0 10	145 10 6	- - -	- -	- -	- -	47 19 10	1,832 9 1	318 2 8	37 8 11
9 17 1	87 17 11	223 2 8	22 10 0	- -	- -	- -	41 19 4	895 12 8	109 11 1	0 18 9
4 13 0	489 10 10	119 4 1	53 10 0	- -	- -	- -	36 11 11	1,244 8 3	261 9 0	9 8 3
2 17 5	985 10 6	185 1 8	16 0 0	100 3 6	- -	130 4 10	62 0 3	2,711 3 1	381 8 3	168 19 2
7 13 10	813 3 3	62 14 9	1 2 0	62 2 0	- -	36 9 2	86 18 0	1,485 5 6	211 12 2	37 9 9
9 2 5	170 13 4	159 19 11	- - -	- -	- -	- -	176 9 0	1,039 12 2	224 6 6	4 5 6
4 10 8	261 17 1	24 3 11	- - -	20 19 1	- -	94 1 5	30 13 11	710 1 10	132 19 10	12 12 7
4 15 6	353 17 1	108 0 8	16 0 0	13 1 0	- -	- -	134 0 2	933 7 7	102 3 10	79 10 9
1 16 2	129 6 7	79 16 2	3 0 0	- -	- -	- -	138 3 4	702 10 11	194 14 7	57 14 1
4 14 3	7,280 0 9	1,665 8 8	323 11 0	353 12 8	- -	285 15 5	1,059 18 3	19,584 7 9	3,192 11 9	753 3 9

COUNTY OF CAMBRIDGE.

44 1 2	1,512 12 7	114 17 6	114 0 0	78 7 1	3 15 7	- -	87 13 8	3,075 4 1	244 11 8	180 18 5
81 19 4	473 12 11	89 18 6	78 10 0	24 3 0	- -	- -	31 0 8	1,345 7 5	164 8 3	250 5 2
32 19 3	1,089 3 8	382 0 11	91 19 11	85 12 0	- -	36 4 0	247 11 8	4,316 11 6	477 13 5	345 12 2
21 2 4	300 2 1	47 9 7	20 14 6	- -	- -	95 16 6	36 8 5	1,143 3 8	170 6 1	11 2 7
96 12 11	360 18 6	250 12 0	86 0 9	71 6 9	- -	- -	266 5 10	1,681 3 1	175 3 6	171 16 5
68 8 2	748 8 4	208 1 5	118 2 10	- -	- -	- -	62 6 10	2,876 6 6	505 8 3	28 11 4
84 15 3	1,027 2 2	206 11 2	30 3 2	- -	- -	123 14 1	29 13 7	2,317 17 6	389 16 5	70 8 6
55 3 0	811 11 5	133 14 7	55 10 0	- -	- -	- -	141 1 4	2,091 10 0	148 4 1	- - -
16 6 2	2,514 17 9	145 5 10	178 13 0	- -	- -	- -	30 19 0	4,301 1 8	189 4 11	23 3 6
08 1 3	771 17 10	90 19 11	61 6 0	- -	- -	- -	43 16 6	1,633 18 5	132 1 3	- - -
09 8 10	9,610 7 3	1,669 11 5	835 0 2	259 8 10	3 15 7	255 14 7	976 17 6	24,782 3 10	2,596 17 10	1,081 18 1

COUNTY OF CHESTER.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Team Labour performed in lieu of Rates.	RECEIPTS. Other Work performed in lieu of Rates.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Man Labo
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s
Hyde	1	- - -	34 6 2	127 13 3	- -	- -	- -	4 15 9	132 9 0	31
Borough of Congleton	1	- - -	76 7 3	582 2 4	- -	- -	- -	176 3 4	758 5 8	253
	2	- - -	110 13 5	709 15 7	- -	- -	- -	180 19 1	890 14 8	284

COUNTY OF CORNWALL.

Penwith, East	1	97 10 7	- - -	818 12 10	- -	- -	- -	- -	818 12 10	491 1
Penwith, West	2	81 8 5	- - -	656 12 8	- -	- -	- -	13 2 0	669 14 8	273 1
Boroughs, &c.	6	265 0 10	- - -	1,027 11 11	32 13 3	- -	- -	55 1 1	1,115 6 3	513
	9	443 19 10	- - -	2,502 17 5	32 13 3	- -	- -	68 3 1	2,603 13 9	1,278 1

COUNTY OF CUMBERLAND.

Allerdale above Derwent	37	306 15 5	96 2 8	2,435 18 5	64 0 6	16 10 9	19 3 11	17 1 5	2,552 15 0	907
Allerdale below Derwent	46	279 0 2	37 4 11	1,336 5 8	9 16 11	0 19 2	- -	11 10 0	1,358 11 9	696
Bootle	15	83 0 6	60 4 10	135 9 6	28 16 3	15 9 4	- -	226 6 9	406 1 10	162 1
Cumberland Ward	54	375 17 10	27 3 4	1,422 1 5	- -	- -	- -	3 10 4	1,425 11 9	878 1
Derwent	67	355 3 7	46 4 1	1,580 11 4	26 4 9	24 17 2	12 2 5	45 5 11	1,689 1 7	806 1
Eskdale Ward	24	101 13 1	12 2 10	1,158 11 8	- -	- -	- -	6 9 5	1,165 1 1	841
Longtown	24	113 13 4	47 17 3	692 6 4	7 19 6	3 10 8	- -	7 1 9	710 18 3	284
	267	1,615 3 11	326 19 11	8,761 4 4	136 17 11	61 7 1	31 6 4	317 5 7	9,308 1 3	4,577

COUNTY OF DERBY.

Alfreton	23	117 15 3	45 10 4	1,153 4 1	426 5 10	45 15 10	4 0 0	14 7 0	1,643 12 9	587 1
Appletree	21	70 12 9	20 9 2	385 4 9	- -	- -	- -	12 9 0	397 13 9	195 1
Ashbourne	37	185 11 3	33 5 5	1,083 5 4	49 14 0	13 4 0	- -	62 12 1	1,208 15 5	427 1
Bakewell	47	186 8 8	43 2 9	1,127 4 10	100 2 3	40 15 4	5 1 7	74 2 10	1,347 6 10	648
Belper	13	96 0 7	17 6 2	678 5 5	33 5 8	- -	57 10 0	19 17 11	788 19 0	321
Chapel-en-le-Frith	27	206 10 0	70 18 11	1,957 13 0	- -	- -	84 8 1	164 8 9	2,206 9 10	1,238 1
Chesterfield	32	604 12 1	10 8 6	3,051 12 4	275 15 8	- -	- -	24 0 9	3,351 8 9	1,281
Derby	48	474 11 8	100 10 0	2,294 4 10	76 18 1	- -	- -	62 2 2	2,433 5 1	862 1
Eckington	17	254 12 9	3 14 4	2,126 16 1	16 19 7	1 8 6	- -	54 16 10	2,200 1 0	897 1
Glossop	11	163 8 11	37 1 7	797 10 0	- -	- -	30 0 0	0 8 9	827 18 9	362
Repton and Gresley	20	315 7 0	17 7 3	573 19 5	63 3 4	- -	- -	82 8 1	719 10 10	313 1
Smalley	18	138 15 9	21 12 1	971 12 8	113 11 7	5 1 0	30 0 0	45 1 3	1,165 6 6	387 1
Wirksworth	20	95 6 7	14 4 6	704 12 4	38 12 9	29 4 3	40 16 6	24 4 8	837 10 6	231
Borough of Chesterfield	1	88 3 4	- - -	1,372 1 1	- -	- -	- -	124 13 8	1,496 14 9	670
	335	2,997 16 7	435 11 0	18,277 6 2	1,194 8 9	135 8 11	251 16 2	765 13 9	20,624 13 9	8,425 1

COUNTY OF DEVON.

Honiton	1	- - -	0 15 2	115 5 1	- -	- -	- -	- -	115 5 1	36 1
Paignton	8	186 4 1	7 15 1	477 10 5	19 1 9	- -	- -	9 8 4	506 0 6	185
Boroughs, &c.	7	145 12 10	65 4 4	2,601 6 11	- -	- -	106 0 0	103 9 7	2,810 16 6	1,662
	16	331 16 11	73 14 7	3,194 2 5	19 1 9	- -	106 0 0	112 17 11	3,432 2 1	1,884

COUNTY OF DORSET.

Boroughs, &c.	5	39 1 9	3 7 8	1,115 9 8	- -	- -	- -	39 5 9	1,154 15 5	344 1

COUNTY OF CHESTER.

EXPENDITURE.									BALANCES, 25th March 1866.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 9	10 16 11	2 15 6	30 0 0	- -	- -	- -	38 4 2	125 17 9	- - -	27 14 11
7 11	289 17 11	86 10 9	35 0 0	- -	- -	- -	57 5 1	777 3 1	- - -	95 4 8
8 8	300 14 10	89 6 3	65 0 0	- -	- -	- -	95 9 3	903 0 10	- - -	122 19 7

COUNTY OF CORNWALL.

13 8	89 8 2	76 14 2	40 0 0	- -	- -	- -	27 16 3	874 5 2	41 18 3	—
3 8	15 7 2	25 14 3	115 4 0	- -	- -	104 12 3	32 11 9	639 12 3	111 10 10	—
17 7	329 10 4	205 5 6	15 1 0	32 13 3	- -	- -	100 1 10	1,274 16 9	168 3 0	62 12 8
14 11	434 5 8	307 13 11	170 5 0	32 13 3	- -	104 12 3	160 9 10	2,788 14 2	321 12 1	62 12 8

COUNTY OF CUMBERLAND.

6 10	539 8 3	70 12 4	127 6 0	64 0 6	16 10 9	0 3 0	426 10 11	2,462 7 5	414 7 10	113 7 6
1 8	543 3 8	17 7 0	45 6 0	9 16 11	0 19 2	- -	20 11 3	1,464 8 10	229 5 7	93 7 5
15 10	21 2 8	7 12 1	17 11 4	28 16 3	15 9 4	- -	14 16 7	306 15 6	122 2 0	—
2 3	310 2 3	37 0 10	24 7 0	- -	- -	- -	52 14 11	1,453 0 9	361 14 11	40 9 5
15 8	336 5 0	74 14 1	127 12 0	26 4 9	24 17 2	- -	52 11 7	1,641 16 8	367 14 6	11 10 1
5 8	126 4 7	10 10 8	21 10 0	- -	- -	8 0 0	9 10 11	1,096 7 8	203 17 3	45 13 7
4 4	274 2 8	13 8 9	47 9 6	7 19 6	3 10 8	- -	9 5 2	693 2 3	101 5 7	17 13 6
12 3	2,150 9 1	231 5 9	411 1 10	136 17 11	61 7 1	8 3 0	586 1 4	9,117 19 1	1,800 7 8	322 1 6

COUNTY OF DERBY.

8 7	183 6 6	35 10 3	142 8 6	426 5 10	45 15 10	76 6 2	40 11 1	1,643 9 7	159 17 3	87 9 2
8 8	88 18 9	28 7 5	3 6 0	- -	- -	- -	16 9 4	427 5 10	61 17 7	41 6 1
1 7	195 1 8	96 3 10	35 10 0	49 14 0	13 4 0	133 12 0	150 12 7	1,204 11 9	164 12 5	8 2 11
4 4	105 17 5	68 11 4	52 10 0	100 2 3	40 15 4	34 14 0	48 3 9	1,360 7 6	159 6 0	29 0 9
10 2	131 2 1	49 18 8	55 13 6	33 5 8	- -	41 13 0	40 11 8	798 0 10	86 1 10	16 9 3
7 10	238 13 6	90 5 7	45 16 1	- -	- -	14 15 0	139 0 11	2,257 10 3	177 1 5	92 10 9
10 9	448 15 8	124 5 4	107 10 0	275 15 8	- -	137 16 0	87 14 7	3,020 10 1	926 17 3	1 15 0
17 6	508 5 5	351 12 8	68 1 4	76 18 1	- -	- -	189 7 10	2,582 13 8	377 18 5	153 5 4
9 8	288 4 9	145 9 0	186 11 9	16 19 7	1 8 6	72 8 6	45 14 10	2,137 1 3	353 5 7	39 7 5
19 5	67 4 11	27 11 0	- - -	- -	- -	- -	68 1 5	619 4 5	366 0 11	30 19 3
0 2	149 13 10	99 0 6	12 0 0	63 3 4	- -	- -	20 15 1	814 3 5	209 6 7	5 19 5
0 3	185 18 2	92 19 1	61 14 0	113 11 7	5 1 0	- -	65 12 5	1,137 13 7	179 15 5	34 18 10
5 6	102 2 5	35 0 11	27 5 4	38 12 9	29 4 3	192 17 6	23 3 9	781 12 5	142 7 6	5 7 4
18 6	583 17 9	41 7 0	80 0 0	- -	- -	- -	21 15 9	1,646 1 9	- - -	61 3 8
2 11	3,277 2 10	1,286 2 7	878 6 6	1,194 8 9	135 8 11	704 2 2	957 15 0	20,430 6 4	3,364 8 2	607 15 2

COUNTY OF DEVON.

2 0	- - -	16 13 6	5 0 0	- -	- -	- -	3 5 0	86 14 0	27 15 11	—
14 5	153 15 9	25 0 1	- - -	19 1 9	- -	- -	28 19 5	562 0 3	146 2 10	23 13 7
12 9	389 3 0	177 2 3	100 6 4	- -	- -	- -	111 4 10	2,660 16 0	284 13 0	54 4 0
9 2	542 18 9	218 15 10	105 6 4	19 1 9	- -	- -	143 9 3	3,309 10 3	458 11 9	77 17 7

COUNTY OF DORSET.

1 11	348 10 3	163 6 6	- - -	- -	- -	- -	103 9 4	1,080 5 6	116 4 0	—

COUNTY OF DURHAM.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manu Labo
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Chester Ward, East; Gateshead District	2	259 7 10	- - -	686 9 11	160 10 11	- -	- -	11 14 9	858 15 7	336 1

COUNTY OF ESSEX.

Beacontree	10	593 10 0	5 1 11	3,996 9 0	156 16 8	- -	- -	53 10 5	4,206 16 1	1,237
Brentwood	31	334 1 10	159 17 8	2,198 6 7	321 14 11	- -	- -	15 1 0	2,535 2 6	549
Chelmsford	30	184 1 9	64 2 6	2,161 19 8	- -	- -	- -	29 8 9	2,191 8 5	374 1
Dengie	23	219 1 9	31 15 1	1,345 3 8	402 16 2	- -	- -	2 17 0	1,750 16 10	229 1
Epping	24	514 1 6	48 5 10	2,426 8 5	114 2 3	- -	- -	118 13 8	2,659 4 4	554 1
Freshwell	8	85 8 0	42 0 4	767 13 7	- -	- -	- -	- -	767 13 7	212
Havering-atte-Bower	6	127 12 11	5 11 7	482 17 8	133 8 0	- -	- -	0 19 8	617 5 4	235
Hinckford, North	25	210 14 3	61 1 9	1,300 10 10	52 19 3	- -	- -	15 13 9	1,369 3 10	325 1
Hinckford, South:										
Braintree Portion	10	155 19 8	48 0 6	717 16 6	- -	- -	- -	16 1 3	733 17 9	143
Halstead Portion	12	72 17 11	30 19 9	285 12 5	2 13 0	- -	- -	0 13 4	288 18 9	125
Ongar	25	273 14 6	38 12 10	1,144 15 8	- -	- -	- -	44 0 7	1,188 16 3	358 1
Orsett	18	193 11 8	116 15 9	1,103 8 2	157 14 7	- -	- -	20 19 2	1,282 1 11	412
Tendring	29	305 9 5	45 14 6	1,623 0 8	144 11 6	- -	0 6 6	17 12 3	1,785 10 11	278 1
Walden	33	196 5 6	369 5 4	2,546 0 8	131 1 2	3 12 9	- -	7 8 10	2,688 3 5	949
Winstree and Lexden	34	192 9 0	26 5 6	1,015 1 3	499 13 10	- -	- -	11 18 1	1,526 13 2	288 1
Witham	29	217 18 10	88 3 0	1,294 2 9	- -	- -	- -	14 17 2	1,308 19 11	347 1
Boroughs	12	49 8 1	51 10 10	864 10 1	71 18 6	1 4 9	- -	84 4 5	1,021 17 9	118 1
	359	3,926 6 7	1,233 4 8	25,273 17 7	2,189 9 10	4 17 6	0 6 6	453 19 4	27,922 10 9	6,741 1

COUNTY OF GLOUCESTER.

Berkeley	8	94 13 3	5 6 7	374 8 1	- -	- -	- -	3 14 1	378 2 2	74
Lawford's Gate	3	23 3 1	- - -	1,227 2 4	- -	- -	- -	59 7 2	1,286 9 6	713
Newnham	10	34 9 8	37 19 4	379 16 2	5 7 6	- -	- -	- -	385 3 8	135 1
Stroud	11	233 16 7	5 11 10	494 9 6	- -	- -	31 7 5	- -	525 16 11	312 1
Tewkesbury	16	162 4 7	24 11 9	864 14 3	- -	- -	- -	28 2 0	892 16 3	316 1
	48	548 7 2	73 9 6	3,340 10 4	5 7 6	- -	31 7 5	91 3 3	3,468 8 6	1,552 1

COUNTY OF HANTS.

Isle of Wight	29	- - -	- - -	3,429 12 9	- -	- -	- -	1,859 12 2	5,289 4 11	1,562
Boroughs, &c.	5	529 18 5	8 2 7	1,309 7 7	- -	- -	- -	46 5 0	1,355 12 7	469
	34	529 18 5	8 2 7	4,739 0 4	- -	- -	- -	1,905 17 2	6,644 17 6	2,031

COUNTY OF HEREFORD.

Dore	1	0 0 5	- - -	9 1 0	- -	- -	- -	- -	9 1 0	5 1
Kington	19	133 3 7	50 18 9	1,115 15 9	2 3 0	- -	- -	- -	1,117 18 9	383 1
	20	133 4 0	50 18 9	1,124 16 9	2 3 0	- -	- -	- -	1,126 19 9	389 1

COUNTY OF DURHAM.

EXPENDITURE.									BALANCES, 25th March 1866.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	200 19 2	53 4 11	97 12 0	160 10 11	- -	40 0 0	21 18 7	910 9 2	207 14 3	—

COUNTY OF ESSEX.

6 6 2	597 16 6	723 9 1	313 5 4	156 16 8	- -	- -	525 6 9	4,630 4 7	404 7 7	239 8 0
1 17 8	783 18 10	317 9 2	111 0 0	321 14 11	- -	- -	34 5 4	2,619 12 8	349 9 1	259 15 1
3 14 5	652 10 5	244 19 9	43 10 0	- -	- -	- -	49 19 1	2,169 10 8	245 8 7	103 11 7
6 12 2	460 1 7	126 3 9	56 7 6	402 16 2	- -	- -	19 8 10	1,691 4 1	266 10 7	19 11 2
6 8 6	762 7 10	326 13 10	90 0 0	114 2 3	- -	- -	298 0 11	2,802 7 1	440 2 3	117 9 4
5 17 4	282 16 3	95 17 11	25 0 0	- -	- -	- -	7 9 8	899 7 5	61 7 8	149 13 10
4 4 0	111 12 3	23 9 8	2 2 6	133 8 0	- -	- -	19 2 10	559 0 3	180 6 5	—
9 7 11	509 5 7	201 9 5	11 10 0	52 19 3	- -	- -	18 0 9	1,428 11 10	216 5 4	126 0 10
1 12 0	335 19 11	127 14 10	29 19 4	- -	- -	- -	10 17 2	769 6 4	87 16 4	15 5 9
7 0 0	197 3 10	24 4 7	8 11 6	2 13 0	- -	- -	13 7 6	388 7 6	12 4 10	69 15 5
3 11 8	385 0 3	116 10 10	22 0 0	- -	- -	- -	43 8 3	1,199 6 5	270 0 9	45 9 3
1 17 3	610 15 3	127 1 3	19 0 0	157 14 7	- -	- -	15 14 6	1,604 10 2	120 17 9	366 10 1
9 1 5	589 19 0	245 6 11	13 17 3	144 11 6	- -	- -	25 17 1	1,777 3 5	304 4 2	36 1 9
0 17 3	551 7 1	239 14 8	77 10 0	131 1 2	3 12 9	- -	94 13 2	2,438 3 2	371 18 6	294 18 1
6 16 6	416 12 5	168 13 5	79 0 0	499 13 10	- -	- -	39 18 1	1,539 12 3	203 16 6	50 12 1
6 17 3	274 0 0	171 19 9	33 0 0	- -	- -	- -	45 7 0	1,118 16 8	375 13 3	55 14 2
8 4 10	348 11 8	163 14 8	13 11 0	71 18 6	1 4 9	- -	71 15 7	997 11 3	108 10 4	86 6 7
0 6 4	7,869 18 8	3,444 13 6	949 4 5	2,189 9 10	4 17 6	- -	1,332 12 6	28,632 15 9	4,018 19 11	2,036 3 0

COUNTY OF GLOUCESTER.

5 14 10	182 14 0	10 6 1	13 0 0	- -	- -	- -	5 14 4	431 9 3	56 9 1	20 9 6
2 15 11	171 18 8	98 7 10	128 10 0	- -	- -	- -	53 3 1	1,348 4 9	1 13 2	40 5 4
6 2 3	29 8 7	27 2 2	7 7 5	5 7 6	- -	- -	25 19 2	317 2 0	83 1 6	18 9 6
9 17 2	120 12 9	6 14 8	- - -	- -	- -	75 19 8	17 12 6	643 10 1	118 13 11	8 2 4
1 1 1	246 16 2	75 13 10	40 10 0	- -	- -	- -	16 12 6	887 10 5	228 2 11	85 4 3
5 11 3	751 10 2	218 4 7	189 7 5	5 7 6	- -	75 19 8	119 1 7	3,627 16 6	488 0 7	172 10 11

COUNTY OF HANTS.

3 9 7	- - -	13 13 5	150 0 0	- -	- -	- -	- - -	5,289 4 11	—	—
1 14 4	591 0 3	58 18 10	114 5 10	- -	- -	- -	44 9 6	1,489 15 8	395 14 7	8 1 10
5 3 11	591 0 3	72 12 3	264 5 10	- -	- -	- -	44 9 6	6,779 0 7	395 14 7	8 1 10

COUNTY OF HEREFORD.

2 2 0	- - -	0 7 6	- - -	- -	- -	- -	0 8 0	8 12 10	0 8 7	—
59 3 1	330 18 4	15 3 3	55 0 0	2 3 0	- -	76 14 6	12 9 11	1,135 10 7	108 16 11	44 3 11
61 5 1	330 18 4	15 10 9	55 0 0	2 3 0	- -	76 14 6	12 17 11	1,144 3 5	109 5 6	44 3 11

COUNTY OF HERTFORD.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manu Labou
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Alban's, St.	13	279 7 10	86 11 9	919 11 1	- -	- -	- -	16 11 4	936 2 5	399 11
Albury	7	109 13 1	1 6 4	485 4 7	33 6 6	- -	- -	- -	518 11 1	240 9
Bishop Stortford	3	18 0 11	216 13 7	1,438 9 5	- -	- -	- -	12 10 0	1,450 19 5	536 5
Buntingford	14	119 19 11	98 19 0	614 12 10	- -	- -	- -	2 10 6	617 3 4	241 16
Cheshunt	4	27 12 10	53 19 5	224 3 3	- -	- -	- -	- -	224 3 3	67 3
Chipping Barnet	5	86 14 10	0 10 1	490 8 0	35 13 10	- -	- -	15 5 3	541 7 1	168 17
Dacorum	21	730 16 11	39 11 4	2,574 13 8	96 3 10	- -	- -	231 18 11	2,902 16 5	1,020 4
Hertford	10	236 3 8	4 14 1	878 6 4	- -	- -	- -	1 19 0	880 5 4	453 16
Hitchin	11	111 16 3	31 0 0	1,414 4 6	- -	- -	- -	6 0 0	1,420 4 6	556 10
Odsey	14	244 5 7	80 4 5	1,253 15 2	6 7 6	- -	- -	46 6 8	1,306 9 4	468 15
Stevenage	18	393 2 8	54 9 2	1,179 13 9	19 13 4	- -	3 14 8	- -	1,203 1 9	513 10
Ware	10	94 1 11	30 18 1	828 0 11	- -	- -	- -	5 13 2	833 14 1	371 13
Watford	7	73 1 9	37 13 10	1,071 17 7	- -	- -	- -	0 16 3	1,072 13 10	418 5
Welwyn	4	32 3 1	13 6 10	211 8 0	15 2 2	- -	- -	1 12 2	228 2 4	96 16
Boroughs	8	294 2 2	86 6 9	952 6 7	22 18 8	- -	- -	20 6 11	995 12 2	419 0
	149	2,851 3 5	836 4 8	14,536 15 8	229 5 10	- -	3 14 8	361 10 2	15,131 6 4	5,972 16

COUNTY OF HUNTINGDON.

Borough of Huntingdon	4	39 17 7	14 6 9	87 16 3	- -	- -	- -	0 16 0	88 12 3	30 8

COUNTY OF KENT.

Boroughs, &c.	19	190 9 0	118 19 5	1,816 19 9	16 19 2	14 17 2	- -	14 14 6	1,863 10 7	400 11

COUNTY OF LANCASTER.

Ashton-under-Lyne	15	80 5 0	9 17 4	301 16 2	- -	- -	- -	53 16 7	355 12 9	52 1
Bacup and Rawtenstall	8	16 15 3	8 5 0	51 16 10	- -	- -	- -	- -	51 16 10	5 15
Blackburn, Lower	28	274 5 5	155 10 1	2,777 0 0	121 18 9	118 1 1	- -	54 19 4	3,071 19 2	805 12
Blackburn, Upper	34	546 1 1	17 11 1	2,158 6 1	9 9 0	10 12 1	15 0 0	66 9 5	2,259 16 7	967 17
Bolton	27	577 4 6	263 11 1	3,687 16 1	- -	- -	369 14 11	148 13 4	4,206 4 4	1,508 19
Bury	17	341 13 8	28 16 4	2,099 3 7	4 9 8	3 14 9	- -	315 13 6	2,423 1 6	894 1
Childwall	1	- - -	2 3 5	85 8 3	- -	- -	- -	0 10 0	85 18 3	44 15
Hawkshead	12	132 8 4	2 10 6	413 9 5	11 10 10	- -	- -	7 12 6	432 12 9	366 12
Kirkham	29	199 3 0	20 8 11	1,255 13 8	249 19 11	62 11 0	- -	6 1 8	1,574 6 3	443 6
Lonsdale, North	39	755 0 4	12 8 9	2,190 7 4	243 15 11	4 5 3	- -	61 7 2	2,499 15 8	1,785 11
Lonsdale, South	30	358 6 3	22 2 1	1,789 13 9	31 18 0	29 6 0	- -	66 18 6	1,917 16 3	1,044 6
„ Hornby, Sub-Div.	18	60 17 0	4 12 4	350 19 2	20 8 0	11 3 0	- -	44 1 8	426 11 10	255 19
Manchester	30	700 7 11	33 7 0	4,023 4 2	90 8 6	1 12 6	325 1 4	285 16 8	4,726 3 2	1,407 13
Middleton	29	379 6 9	114 19 9	2,825 10 6	7 18 1	1 6 11	- -	193 11 9	3,028 7 3	1,251 1
Oldham	2	27 11 0	1 3 3	1,426 17 8	51 17 0	- -	- -	33 2 7	1,511 17 3	456 14
Over Darwen	4	29 8 3	59 12 1	735 14 7	- -	- -	- -	73 8 0	809 2 7	432 7
Prescot	3	155 18 11	105 16 0	1,512 0 5	- -	- -	- -	10 0 0	1,522 0 5	594 13
Preston	23	97 7 11	124 13 5	1,152 4 9	148 10 3	98 17 6	31 2 0	1 1 9	1,431 16 3	286 11
Warrington	22	268 5 6	138 14 8	3,107 0 5	321 17 1	22 13 9	36 3 9	46 11 2	3,534 6 2	1,233 8
Boroughs, &c.	3	428 9 9	- - -	2,356 11 1	- -	- -	- -	71 10 4	2,428 1 5	571 0
	374	5,428 15 10	1,126 3 1	34,300 13 11	1,314 1 0	364 3 10	777 2 0	1,541 5 11	38,297 6 8	14,408 12

COUNTY OF HERTFORD.

EXPENDITURE.									BALANCES, 25th March 1866.	
eam Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
97 16 6	242 16 10	159 12 2	31 10 5	- -	- -	- -	43 17 11	975 4 10	215 4 6	61 10 10
16 17 4	78 3 0	56 16 1	15 0 0	33 6 6	- -	- -	11 11 6	452 3 10	177 5 7	2 11 7
204 5 9	268 11 7	208 2 11	80 0 0	- -	- -	- -	64 14 3	1,361 19 9	27 12 0	137 5 0
56 4 10	60 0 11	71 17 5	5 18 0	- -	- -	- -	55 16 0	491 13 7	182 12 7	36 1 11
18 7 6	28 0 6	110 9 8	12 0 0	- -	- -	- -	7 0 8	243 2 1	37 18 4	83 3 9
91 13 3	202 3 11	59 15 0	38 0 0	35 13 10	- -	- -	3 14 9	599 18 6	44 2 5	16 9 1
259 5 1	1,002 9 11	349 15 1	110 4 10	96 3 10	- -	2 0 0	129 0 9	2,969 4 2	670 16 3	45 18 5
128 17 5	176 4 9	176 19 0	35 0 0	- -	- -	- -	62 12 1	1,033 9 5	144 15 11	66 10 5
157 0 6	259 17 6	246 18 5	54 10 0	- -	- -	- -	7 1 4	1,281 17 10	231 9 7	12 6 8
226 13 11	327 0 6	143 13 4	49 10 0	6 7 6	- -	4 10 6	12 4 6	1,238 15 10	264 5 9	32 11 1
197 17 3	251 6 0	100 4 9	76 10 0	19 13 4	- -	13 13 7	20 3 10	1,192 19 7	454 11 6	105 15 10
142 5 9	87 4 10	115 12 10	36 2 6	- -	- -	- -	22 15 3	775 14 10	129 2 9	7 19 8
152 13 4	336 2 10	104 17 3	- - -	- -	- -	- -	40 10 10	1,052 9 6	88 9 8	32 17 5
14 11 0	33 10 0	11 6 11	5 0 0	15 2 2	- -	- -	19 9 4	195 15 8	51 2 11	—
83 13 6	319 5 5	178 1 8	48 15 6	22 18 8	- -	- -	126 16 2	1,198 10 11	38 2 9	33 6 1
848 2 11	3,672 18 6	2,094 2 6	598 1 3	229 5 10	- -	20 4 1	627 9 2	15,063 0 4	2,757 12 6	674 7 9

COUNTY OF HUNTINGDON.

18 5 9	37 12 8	42 3 9	- - -	- -	- -	- -	16 7 10	144 18 7	12 16 8	43 12 2

COUNTY OF KENT.

278 10 6	588 19 10	228 5 1	49 10 9	16 19 2	14 17 2	72 5 2	101 19 9	1,751 19 2	242 13 5	59 12 5

COUNTY OF LANCASTER.

21 10 2	123 14 9	37 10 2	34 19 3	- -	- -	153 5 7	9 9 11	432 11 4	37 1 9	43 12 8
- -	4 12 11	0 4 0	3 6 10	- -	- -	30 0 0	1 6 4	45 5 11	27 6 10	12 5 8
436 8 1	667 17 8	73 13 8	226 4 6	121 18 9	118 1 1	416 5 0	39 2 0	2,905 3 0	386 1 2	100 9 8
300 17 0	694 19 5	83 7 5	126 7 1	9 9 0	10 12 1	- -	106 0 9	2,299 10 0	519 3 9	30 7 2
608 7 9	1,023 4 3	170 14 9	393 6 9	- -	- -	206 9 9	105 5 1	4,016 8 3	678 11 3	175 1 9
426 19 0	415 14 8	60 5 4	134 6 0	4 9 8	3 14 9	- -	479 3 0	2,418 14 2	391 12 3	74 7 7
2 0 0	10 0 7	3 0 8	10 0 0	- -	- -	- -	0 17 0	70 13 6	13 1 4	—
41 4 2	22 16 4	10 15 6	10 10 0	11 10 10	- -	- -	8 2 11	471 12 5	92 4 0	1 5 10
388 15 4	196 18 3	106 12 5	87 2 0	249 19 11	62 11 0	- -	65 8 9	1,600 14 6	172 10 8	20 4 10
176 19 8	180 2 8	82 0 8	93 10 0	243 15 11	4 5 3	1 2 0	124 9 4	2,691 16 11	561 7 5	10 17 1
349 0 9	297 11 6	55 5 5	98 19 5	31 18 0	29 6 0	- -	57 12 0	1,963 19 11	305 5 6	15 5 0
79 16 8	14 0 9	4 16 1	23 1 0	20 8 0	11 3 0	- -	7 9 7	416 15 0	68 18 11	2 17 5
506 16 2	1,136 4 2	452 8 7	251 16 6	90 8 6	1 12 6	0 4 0	171 16 9	4,019 1 1	1,438 17 1	64 14 1
245 1 4	934 5 11	64 8 7	69 3 0	7 18 1	1 6 11	- -	153 14 0	2,726 19 4	607 8 11	41 14 0
207 13 1	534 13 5	36 4 2	72 0 0	51 17 0	- -	- -	23 5 9	1,382 8 0	155 17 0	—
118 14 3	73 1 8	24 18 8	50 4 0	- -	- -	- -	12 10 5	711 16 1	75 10 0	8 7 4
374 16 11	282 15 1	87 5 4	100 0 0	- -	- -	- -	20 2 11	1,459 14 0	170 6 9	57 17 5
161 4 2	388 17 6	22 4 6	79 14 0	148 10 3	98 17 6	27 0 0	34 12 10	1,247 11 10	173 4 2	16 5 3
421 11 6	916 1 5	101 1 4	208 14 0	321 17 1	22 13 9	2 0 0	107 19 3	3,335 7 0	357 3 11	28 13 11
248 6 3	1,508 8 3	73 2 8	273 19 9	- -	- -	- -	134 9 0	2,809 6 0	137 18 7	90 13 5
,116 2 3	9,426 1 2	1,549 19 11	2,347 4 1	1,314 1 0	364 3 10	836 6 4	1,662 17 7	37,025 8 3	6,369 11 3	795 0 1

COUNTY OF LINCOLN. - - - - -

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1865.		RECEIPTS.						
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manual Labour.
PARTS OF HOLLAND. Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d
Elloe - - - 15	377 13 2	113 0 4	8,267 18 6	- -	- -	- -	47 8 5	8,315 6 11	2,057 18 3
Kirton and Skirbeck - 23	624 9 4	159 2 0	11,012 16 0	- -	- -	- -	216 13 11	11,229 9 11	2,838 0 10
PARTS OF KESTEVEN.									
Aveland - - 22	512 3 7	45 7 4	2,798 12 4	- -	- -	- -	87 8 10	2,886 1 2	1,708 3 11
Beltisloe - - 26	224 11 5	31 16 9	1,911 18 9	14 6 6	- -	- -	5 10 3	1,931 15 6	1,044 7 7
Lincoln - - 35	601 12 3	64 3 8	3,973 10 0	60 9 6	- -	- -	170 11 1	4,204 10 7	2,451 4 0
Loveden - - 34	735 2 11	46 3 2	3,958 16 8	140 7 5	- -	- -	144 3 1	4,243 7 2	1,881 16 5
Ness - - - 15	82 8 10	54 10 6	1,890 0 5	- -	- -	- -	42 1 6	1,932 1 11	806 19 2
Sleaford - - 57	833 7 8	285 13 4	7,375 5 9	62 10 3	- -	- -	304 9 10	7,742 5 10	3,344 1 1
Winnibriggs and Threeo 16	157 15 10	21 15 5	1,390 1 4	47 1 1	- -	- -	58 3 7	1,495 6 0	697 8 4
PARTS OF LINDSEY.									
Bradley-Haverstoe - 36	382 9 1	194 0 3	3,685 6 2	343 9 1	5 0 0	- -	95 4 0	4,128 19 3	1,228 16 8
Calceworth - - 36	420 5 10	69 6 7	5,063 16 7	- -	- -	40 1 6	33 19 3	5,137 17 4	1,182 11 11
Gainsborough - - 26	426 6 3	22 13 4	3,539 10 10	- -	- -	- -	98 15 9	3,638 6 7	1,199 18 2
Horncastle - - 63	385 19 4	60 13 4	5,448 13 3	- -	- -	- -	211 17 7	5,660 10 10	2,204 2 2
Lincoln - - - 56	804 15 0	153 0 10	5,833 6 10	344 15 1	20 10 3	2 10 2	125 13 8	6,326 16 0	3,183 3 2
Louth - - - 52	297 8 6	239 3 9	4,371 0 4	535 14 7	9 12 0	12 5 0	229 13 1	5,158 5 0	1,085 13 7
Manley Western - 14	421 7 4	191 13 11	4,423 8 11	- -	- -	- -	79 0 8	4,502 9 7	1,539 10 8
Spilsby - - 58	658 8 10	215 4 10	7,051 7 3	128 11 3	- -	- -	56 7 1	7,236 5 7	1,746 6 7
Walshcroft - - 24	626 19 5	138 6 5	3,313 15 2	336 0 8	- -	- -	158 5 10	3,808 1 8	1,284 17 11
Winterton - - 27	400 2 4	175 2 5	3,692 13 5	164 14 0	25 0 0	- -	124 14 0	4,007 1 5	1,958 19 0
Wraggoe - - - 33	328 8 5	50 8 4	2,562 5 7	574 5 4	100 1 8	4 2 0	13 17 3	3,254 11 10	962 9 6
Yarborough, Northern - 11	314 6 9	45 13 3	3,018 9 9	150 5 8	- -	- -	138 5 6	3,307 0 11	1,116 4 1
Yarborough, Southern - 25	515 3 4	58 1 4	3,570 13 6	157 0 2	- -	- -	230 1 2	3,957 14 10	1,179 0 9
Boroughs - - 18	143 12 0	1,273 17 11	2,655 10 8	0 2 6	0 3 8	- -	238 5 0	2,894 1 10	575 7 8
722	10,274 17 5	3,708 19 0	100,806 18 0	3,059 13 1	160 7 7	60 18 8	2,910 10 4	106,998 7 8	37,277 1 5

COUNTY OF MIDDLESEX. - - - - -

Brentford - - 8	141 3 4	58 8 11	3,732 2 5	91 1 0	67 13 6	- -	54 13 1	3,945 10 0	877 11 4
Kensington - - 1	- - -	52 7 6	511 11 2	- -	- -	- -	3 0 0	514 11 2	45 5 2
South Mims - - 4	9 5 8	56 2 3	550 10 3	- -	- -	- -	0 6 8	550 16 11	116 0 11
Spelthorne - - 12	596 13 8	86 5 2	2,367 18 10	248 11 7	- -	- -	311 17 4	2,928 7 9	732 15 7
Uxbridge - - 11	271 16 9	16 9 9	1,456 12 4	- -	- -	- -	314 3 11	1,770 16 3	336 8 11
London, City; Regent's Park, &c. - 5	294 12 11	51 17 9	63,055 2 10	- -	- -	- -	496 12 10	63,551 15 8	31,178 8 4
41	1,313 12 4	321 11 4	71,673 17 10	339 12 7	67 13 6	- -	1,180 13 10	73,261 17 9	33,286 10 3

COUNTY OF LINCOLN.

EXPENDITURE.									BALANCES, 25th March 1866.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
015 11 7	3,618 18 10	294 7 10	181 6 0	- -	- -	- -	258 12 1	8,326 14 7	272 11 9	19 6 7
623 12 4	5,528 10 11	440 18 10	438 14 8	- -	- -	344 13 9	421 0 7	11,635 11 11	350 17 9	291 12 5
382 2 1	312 14 8	386 9 3	50 6 0	- -	- -	59 4 1	113 6 4	3,012 6 4	358 4 4	17 13 3
385 0 5	246 12 6	96 12 0	37 5 0	14 6 6	- -	- -	69 15 3	1,793 19 3	335 17 9	5 6 10
372 2 4	545 15 1	208 19 8	85 15 0	60 9 6	- -	- -	171 13 3	4,395 18 10	452 3 4	106 3 0
69 16 0	1,062 10 6	325 0 0	103 2 0	140 7 5	- -	- -	136 5 1	4,418 17 5	680 3 5	166 13 11
42 18 11	456 15 9	66 14 11	45 10 0	- -	- -	34 1 2	35 7 4	1,888 7 3	107 2 6	35 9 6
46 19 7	1,569 11 9	376 7 1	133 14 2	62 10 3	- -	388 8 1	219 18 3	7,741 10 3	864 19 2	316 9 3
49 11 10	265 17 0	132 1 11	51 0 0	47 1 1	- -	- -	84 17 5	1,427 17 7	216 9 7	13 0 9
01 11 2	1,572 7 2	140 13 4	12 14 0	343 9 1	5 0 0	- -	110 0 6	4,014 11 11	438 5 7	135 9 5
71 15 6	2,470 7 11	262 14 4	170 6 0	- -	- -	69 15 9	100 17 8	5,128 9 1	546 10 3	186 2 9
05 18 10	1,314 10 2	131 13 10	81 0 0	- -	- -	- -	84 5 5	3,617 6 5	446 5 10	21 12 9
92 11 2	1,692 7 7	313 8 10	59 2 0	- -	- -	46 4 3	80 12 3	5,488 8 3	617 14 1	120 5 6
94 16 6	1,282 6 2	263 13 11	70 0 0	344 15 1	20 10 3	98 0 0	170 13 8	6,327 18 9	718 2 2	67 10 9
58 16 5	2,063 8 1	206 0 5	58 1 1	535 14 7	9 12 0	- -	115 4 0	5,332 10 2	220 16 2	336 16 7
96 16 6	2,037 9 1	302 15 9	46 15 0	- -	- -	- -	69 6 1	4,592 13 1	164 19 11	25 10 0
91 10 6	3,530 15 4	357 15 1	226 12 4	128 11 3	- -	191 16 6	210 1 7	7,383 9 2	565 12 1	269 11 8
93 0 9	1,238 9 5	142 9 3	52 14 0	336 0 8	- -	- -	66 16 6	4,114 8 6	362 1 5	179 15 3
97 0 0	756 3 8	232 14 5	80 0 0	164 14 0	25 0 0	- -	119 3 11	3,833 15 0	485 15 0	87 8 8
17 11 10	1,130 8 0	119 11 3	21 18 0	574 5 4	100 1 8	- -	93 12 5	3,319 18 0	319 5 7	106 11 8
30 19 1	1,090 7 1	156 16 2	104 16 0	150 5 8	- -	- -	84 1 0	3,133 9 1	489 19 5	47 14 1
88 8 5	1,424 7 2	167 7 5	37 10 0	157 0 2	- -	- -	359 13 10	4,013 7 9	441 7 9	39 18 8
43 10 10	244 11 7	1,033 9 3	107 10 0	0 2 6	0 3 8	- -	109 0 7	2,213 16 1	96 6 2	546 6 4
272 2 7	35,455 5 5	6,158 14 9	2,255 11 3	3,059 13 1	160 7 7	1,232 3 7	3,284 5 0	107,155 4 8	9,551 11 0	3,142 9 7

COUNTY OF MIDDLESEX.

709 7 0	790 11 8	648 8 10	225 9 4	91 1 0	67 13 6	- -	235 3 7	3,645 6 3	413 18 6	31 0 4
70 8 0	123 1 1	128 10 2	45 0 0	- -	- -	- -	25 12 10	437 17 3	24 6 5	—
30 14 0	98 3 5	107 0 9	47 4 10	- -	- -	- -	82 19 0	482 2 11	21 17 5	—
471 0 3	627 17 9	740 11 10	138 4 6	248 11 7	- -	- -	87 7 7	3,046 9 1	605 5 6	212 18 4
431 10 8	331 5 4	239 2 11	83 0 0	- -	- -	- -	84 16 1	1,506 3 11	519 19 4	—
,329 1 0	5,226 13 3	4,515 0 8	2,234 10 7	- -	- -	- -	2,822 13 7	63,306 7 5	488 3 5	—
,042 0 11	7,197 12 6	6,378 15 2	2,773 9 3	339 12 7	67 13 6	- -	3,338 12 8	72,424 6 10	2,073 10 7	243 18 8

COUNTY OF NORFOLK.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manual Labour.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Blofield and Walsham	31	249 19 1	152 5 3	934 7 3	- -	- -	- -	8 0 0	942 7 3	272 10
Clackclose	33	591 12 1	54 10 10	2,521 13 5	174 10 11	- -	- -	57 12 4	2,753 16 8	673 12
Depwade	21	146 7 7	56 1 11	661 7 11	- -	- -	- -	39 2 3	700 10 2	200 12
Diss	15	87 17 9	15 5 10	555 19 2	- -	- -	- -	16 7 10	572 7 0	148 2
Earsham	15	141 13 1	51 5 11	815 13 11	- -	1 15 0	- -	19 13 5	837 2 4	283 10
Erpingham, North	34	97 9 7	115 2 3	709 12 4	7 17 0	- -	- -	9 6 9	726 16 1	258 11
Erpingham, South	36	148 1 1	122 17 10	988 1 1	- -	7 8 2	- -	14 12 6	1,010 1 9	318 1
Eynsford	31	181 16 11	94 14 9	818 6 11	- -	- -	- -	15 19 1	834 6 0	258 13
Flegg	22	117 6 9	23 17 0	517 8 9	- -	- -	- -	15 12 10	533 1 7	133 12
Forehoe	24	124 3 11	19 5 11	740 7 3	2 8 0	3 18 4	- -	14 12 5	761 6 0	299 5
Freebridge Lynn	32	222 3 0	50 17 11	1,124 15 4	58 11 1	0 15 0	- -	2 2 0	1,186 3 5	460 10
Freebridge Marshland	14	410 17 1	18 11 5	1,862 5 2	- -	- -	- -	20 11 3	1,882 16 5	693 12
Gallow	26	147 6 7	54 4 8	442 11 0	7 7 3	8 1 2	- -	10 5 0	468 4 5	214 17
Greenhoe, North	18	94 15 1	100 2 2	376 19 4	15 10 4	- -	- -	14 12 6	407 2 2	158 9
Greenhoe, South	23	183 6 10	63 19 4	680 0 5	42 9 2	38 6 5	- -	27 0 0	787 16 0	297 1
Grimshoe	16	177 1 7	43 4 4	819 3 8	121 5 6	- -	- -	49 8 1	989 17 3	400 11
Guiltcross & Shropham	32	204 4 3	39 14 5	929 4 4	32 9 6	42 7 0	- -	89 2 3	1,093 3 1	249 9
Happing	16	80 7 10	30 2 3	667 11 11	5 0 0	- -	- -	4 2 0	676 13 11	132 0
Holt	26	161 7 2	38 13 9	645 1 5	19 5 0	0 19 10	- -	21 13 1	686 19 4	326 1
Launditch	35	206 5 10	61 14 1	1,092 0 2	7 18 10	3 13 0	- -	17 7 6	1,120 19 6	381 16
Lodden and Clavering	41	245 14 0	114 6 2	1,355 4 8	- -	- -	- -	113 10 11	1,468 15 7	349 1
[illegible]lford	18	79 3 4	56 14 4	962 15 10	- -	- -	- -	61 10 9	1,024 6 7	366 1
Swainsthorpe	37	161 11 2	133 1 0	802 19 4	8 10 0	- -	- -	21 16 11	833 6 3	218 15
Taverham	18	121 2 6	16 14 5	538 15 7	- -	- -	- -	2 0 9	540 16 4	222 5
Tunstead	26	125 0 3	47 0 4	642 7 2	3 8 0	- -	- -	6 14 10	652 10 0	171 15
Wayland	16	119 15 4	11 7 5	321 5 1	- -	- -	- -	43 7 11	364 13 0	128 14
Boroughs, &c.	3	92 16 7	16 15 4	290 3 10	- -	- -	- -	- -	290 3 10	126 3
	659	4,719 6 3	1,602 10 10	22,816 2 3	506 10 7	107 3 11	- -	716 5 2	24,146 1 11	7,744 1

COUNTY OF NORTHAMPTON.

Oundle	1	40 18 0	- - -	194 5 9	- -	- -	- -	3 9 0	197 14 9	125 6
Peterborough	33	670 7 5	95 7 11	2,345 8 6	- -	- -	- -	233 14 8	2,579 3 2	1,141 11
Borough of Daventry	2	3 12 11	- - -	295 19 6	- -	- -	- -	4 1 6	300 1 0	68 6
	36	714 18 4	95 7 11	2,835 13 9	- -	- -	- -	241 5 2	3,076 18 11	1,335 4

COUNTY OF NORTHUMBERLAND.

Bedlingtonshire	4	- - -	- - -	73 17 10	- -	- -	- -	- -	73 17 10	28 9
Castle Ward, East	8	49 10 8	- - -	296 4 11	20 4 1	- -	- -	- -	316 9 0	113 9
Castle Ward, West	58	306 16 0	0 0 3	1,771 19 6	39 13 2	18 9 3	- -	3 6 0	1,833 7 11	842 11
Coquetdale Ward, East	35	40 15 0	21 19 0	1,083 14 4	90 7 0	- -	- -	6 0 0	1,180 1 4	492 5
Coquetdale Ward, North	35	14 19 11	2 19 10	701 13 1	168 5 4	18 9 10	- -	- -	888 13 3	359 1
Coquetdale Ward, West	46	116 19 3	114 18 2	672 16 0	41 7 6	33 18 11	- -	0 16 0	748 18 5	296 4
Kirkwhelpington	41	50 19 6	- - -	548 12 4	0 14 6	7 5 9	- -	3 5 6	559 18 1	289 1
Morpeth Ward, East	28	199 10 2	- - -	822 9 7	31 12 5	7 18 0	- -	5 17 0	867 17 0	360 4
Morpeth Ward, West	64	89 9 7	1 12 1	652 17 9	80 14 1	22 15 8	- -	7 7 6	763 15 0	372 10
	319	869 0 1	141 9 4	6,624 10 4	472 18 1	108 17 5	- -	26 12 0	7,232 17 10	3,153 17

COUNTY OF NOTTINGHAM.

Mansfield	1	25 5 1	- - -	267 7 9	- -	- -	- -	28 19 11	296 7 8	114 10

COUNTY OF OXFORD.

Watlington	1	5 9 0	- - -	25 14 7	- -	- -	- -	- -	25 14 7	8 1
Boroughs	2	41 6 6	0 16 3	135 2 9	16 3 0	- -	- -	20 10 0	171 15 9	44 13
	3	46 15 6	0 16 3	160 17 4	16 3 0	- -	- -	20 10 0	197 10 4	52 15

COUNTY OF NORFOLK.

EXPENDITURE.								BALANCES, 25th March 1866.	
Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10	324 3 2	18 9 3	52 11 0	- -	- -	- -	38 1 0	896 6 11	222 18 1	79 3 11
9	946 0 8	157 7 9	51 15 6	174 10 11	- -	222 12 7	137 15 3	2,929 5 4	435 19 6	74 6 11
1	229 9 2	33 0 4	22 12 6	- -	- -	- -	23 0 10	654 16 2	162 12 7	26 12 11
2	243 14 6	56 2 2	20 10 0	- -	- -	- -	17 7 7	529 4 7	137 2 11	21 8 7
5	347 10 2	61 18 11	42 10 0	- -	1 15 0	- -	50 10 5	853 16 10	160 9 11	86 17 3
9	118 11 9	95 2 4	- - -	7 17 0	- -	- -	64 2 8	737 15 0	67 13 2	96 4 9
5	313 5 2	70 19 11	74 10 0	- -	7 8 2	- -	22 10 2	1,024 6 4	140 14 4	129 15 8
4	499 5 2	39 9 1	7 0 0	- -	- -	- -	24 19 4	863 2 5	133 6 0	75 0 3
3	234 2 10	20 16 9	27 6 9	- -	- -	- -	24 7 4	576 7 4	87 9 11	37 5 11
1	289 18 7	59 19 8	10 0 6	2 8 0	3 18 4	- -	32 2 1	791 18 4	117 7 3	43 1 7
1	345 12 6	32 9 5	12 0 0	58 11 1	0 15 0	- -	37 3 7	1,293 7 11	175 18 9	111 18 2
8	324 17 7	73 17 6	58 3 0	- -	- -	- -	72 14 0	1,990 18 7	333 2 0	48 18 6
9	136 11 9	58 18 2	22 2 0	7 7 3	8 1 2	- -	24 13 3	539 4 6	83 8 1	61 6 3
8	104 19 3	28 19 2	8 6 6	15 10 4	- -	- -	19 17 4	393 9 8	66 16 10	58 11 5
6	231 2 8	40 12 3	5 9 6	42 9 2	38 6 5	- -	20 6 4	880 18 6	88 6 3	62 1 3
8	131 13 5	55 9 9	21 12 0	121 5 6	- -	- -	50 18 5	954 12 10	236 16 1	67 14 5
11	538 11 8	85 1 0	20 10 0	32 9 6	42 7 0	- -	21 3 0	1,066 3 11	205 16 5	14 7 5
6	357 4 4	19 2 2	13 5 0	5 0 0	- -	- -	19 17 8	713 8 4	93 1 3	79 10 1
2	131 0 8	90 12 4	2 10 0	19 5 0	0 19 10	- -	83 8 2	735 7 1	143 0 8	68 15 0
8	488 15 0	126 15 11	33 0 0	7 18 10	3 13 0	- -	22 13 9	1,135 15 0	183 13 8	53 17 5
6	559 5 7	124 12 9	128 0 0	- -	- -	- -	46 12 10	1,418 19 10	247 5 9	66 2 2
5	281 0 6	116 4 2	13 15 0	- -	- -	- -	35 8 9	914 13 10	159 14 1	27 12 4
10	337 14 10	37 17 6	18 10 0	8 10 0	- -	- -	33 14 3	757 8 3	151 18 8	47 10 6
5	180 17 5	28 10 3	3 0 0	- -	- -	- -	18 7 6	611 17 8	64 3 7	30 16 10
6	285 0 6	40 2 10	32 10 0	3 8 0	- -	- -	20 3 11	715 12 1	111 7 9	96 9 11
10	149 6 11	77 1 8	4 0 0	- -	- -	- -	29 5 1	444 7 5	65 1 6	36 8 0
1	68 13 4	64 4 6	- - -	- -	- -	- -	15 18 6	343 10 1	31 1 5	8 6 5
3	8,198 9 1	1,713 17 6	705 9 3	506 10 7	107 3 11	222 12 7	1,007 3 0	24,766 14 9	4,106 6 5	1,610 3 10

COUNTY OF NORTHAMPTON.

7	59 4 10	3 4 7	15 4 0	- -	- -	- -	1 4 8	232 3 2	6 9 7	—
3	1,188 12 3	109 17 4	24 0 0	- -	- -	- -	141 5 11	2,919 10 10	445 9 4	210 17 6
1	126 5 10	36 3 2	20 0 0	- -	- -	- -	1 19 7	304 15 5	3 3 2	4 4 8
11	1,374 2 11	149 5 1	59 4 0	- -	- -	- -	144 10 2	3,456 9 5	455 2 1	215 2 2

COUNTY OF NORTHUMBERLAND.

0	14 13 9	0 10 0	- - -	- -	- -	- -	0 2 0	75 5 9	1 3 0	2 10 11
3	44 5 4	3 9 2	9 17 6	20 4 1	- -	- -	49 13 1	315 16 6	62 15 5	12 12 3
7	301 10 2	22 15 4	60 0 0	39 13 2	18 9 3	56 13 6	22 18 0	1,891 4 5	309 12 11	60 13 8
5	220 13 9	7 4 4	4 9 6	90 7 0	- -	43 19 11	56 10 8	1,147 4 9	109 2 1	57 9 6
10	94 7 9	16 13 3	- - -	168 5 4	18 9 10	22 12 0	43 0 10	924 5 9	29 0 3	52 12 8
10	94 19 6	3 9 4	0 12 0	41 7 6	33 18 11	11 11 3	10 5 1	656 7 3	127 14 5	33 2 2
2	107 9 5	1 15 9	- - -	0 14 6	7 5 9	23 0 7	54 18 5	585 16 10	71 19 10	46 19 1
7	300 18 5	9 19 2	5 10 0	31 12 5	7 18 0	- -	6 18 5	988 15 3	112 5 6	33 13 7
2	115 7 4	3 9 0	1 18 6	80 14 1	22 15 8	17 19 6	23 13 11	802 5 4	76 4 10	26 17 8
10	1,294 5 5	69 5 4	82 7 6	472 18 1	108 17 5	175 16 9	268 0 5	7,387 1 10	899 18 3	326 11 6

COUNTY OF NOTTINGHAM.

8	- - -	109 9 2	20 0 0	- -	- -	- -	19 4 5	307 6 6	14 6 3	—

COUNTY OF OXFORD.

-	4 7 0	0 6 10	- - -	- -	- -	- -	0 9 0	13 4 6	17 19 1	—
6	36 13 11	72 14 4	11 0 0	16 3 0	- -	20 0 0	1 10 6	204 17 0	7 9 0	—
6	41 0 11	73 1 2	11 0 0	16 3 0	- -	20 0 0	1 19 6	218 1 6	25 8 1	—

COUNTY OF RUTLAND.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Team Labour performed in lieu of Rates.	RECEIPTS. Other Work performed in lieu of Rates.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manu Labo
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s
Rutland	57	548 10 10	107 2 11	4,364 3 3	46 2 6	- -	- -	79 11 10	4,489 17 7	1,712

COUNTY OF SALOP.

Ellesmere	25	67 19 6	44 19 11	444 17 2	- -	- -	- -	- -	444 17 2	205 1
Whitchurch	11	41 0 8	5 17 9	209 7 10	- -	- -	- -	- -	209 7 10	98 1
Boroughs	20	74 14 2	103 15 7	934 11 11	8 0 0	8 0 0	10 0 0	99 7 3	1,059 19 2	432
	56	183 14 4	154 13 3	1,588 16 11	8 0 0	8 0 0	10 0 0	99 7 3	1,714 4 2	736 14

COUNTY OF SOMERSET.

Boroughs, &c.	4	244 7 7	- - -	845 16 6	- -	- -	- -	139 8 0	985 4 6	472

COUNTY OF STAFFORD.

Bilston	9	126 0 1	9 10 10	966 18 1	- -	- -	- -	8 11 3	975 9 4	471
Cheadle	24	134 13 5	6 12 5	575 16 11	- -	- -	- -	4 14 2	580 11 1	232 1
Elford	16	59 0 11	3 10 3	308 11 6	- -	- -	- -	6 0 4	314 11 10	208
Kingswinford & Wordsley	16	306 2 4	139 10 10	2,067 11 7	28 15 6	- -	- -	5 10 0	2,101 17 1	1,101
Leek	57	161 8 9	102 5 9	2,033 5 0	- -	- -	- -	78 10 5	2,111 15 5	809 1
Penkridge	57	423 1 1	134 6 1	1,427 12 11	- -	- -	- -	31 9 4	1,459 2 3	813
Pirehill, North	50	542 15 9	34 6 11	3,127 12 5	9 12 0	- -	- -	81 5 11	3,218 10 4	1,263
Rowley Regis	1	305 3 6	- - -	1,128 1 11	- -	- -	- -	41 12 11	1,169 14 10	582
Rugeley	11	116 15 6	32 9 11	562 4 5	1 16 0	- -	- -	4 7 0	568 7 5	200 1
Shenstone	21	141 0 6	7 19 1	584 10 5	- -	- -	- -	10 17 3	595 7 8	358
Stafford and Eccleshall:—										
Eccleshall District	43	200 11 8	37 12 2	777 0 6	30 3 0	8 1 0	- -	0 15 0	815 19 6	404
Stafford District	48	416 6 9	19 2 11	651 10 6	- -	- -	- -	15 8 0	666 18 6	296 1
Stone	19	103 10 11	15 2 7	326 16 7	26 9 8	0 0 8	- -	3 12 3	356 19 2	151 1
Uttoxeter	42	132 11 8	18 5 9	636 10 3	7 5 6	3 18 7	- -	17 5 6	664 19 10	288 1
West Bromwich, Wednesbury, and Walsall	8	733 13 10	- - -	2,321 4 10	- -	- -	- -	142 1 9	2,463 6 7	965
Wolverhampton	14	150 1 11	37 13 10	939 6 3	4 2 0	- -	- -	2 11 8	945 19 11	463 1
Boroughs, &c.	5	57 3 5	20 17 7	551 6 2	- -	- -	- -	4 18 0	556 4 2	180
	441	4,110 2 0	619 6 11	18,986 0 3	108 3 8	12 0 3	- -	459 10 9	19,565 14 11	8,791

COUNTY OF SUFFOLK.

Beccles	12	44 4 10	6 9 4	310 15 11	- -	- -	- -	- -	310 15 11	72 1
Blything	47	245 0 10	123 16 4	2,427 19 1	1 11 11	- -	- -	66 6 8	2,495 17 8	651 7
Bosmere and Claydon	35	183 12 8	91 3 8	1,030 16 3	32 5 0	- -	- -	9 6 4	1,072 7 7	300 8
Bungay	15	69 19 3	5 6 8	576 16 0	8 8 8	- -	- -	41 0 6	626 5 2	191 1
Framlingham	33	367 14 2	56 3 6	2,464 1 1	47 6 8	- -	- -	53 9 9	2,564 17 6	515 1
Hoxne	18	181 10 7	41 17 1	1,774 4 10	- -	- -	- -	3 6 8	1,777 11 6	353 1
Lackford	1	28 11 1	- - -	206 8 10	- -	- -	- -	- -	206 8 10	37 6
Mutford and Lothingland	21	297 6 10	72 4 0	722 4 9	- -	- -	- -	21 9 1	743 13 10	136 1
Samford	28	230 16 4	31 19 6	1,034 5 9	54 15 0	- -	0 15 0	7 10 0	1,097 5 9	303 0
Stow	14	73 16 1	7 9 11	698 9 10	7 4 0	- -	- -	8 14 0	714 7 10	166 8
Woodbridge	62	421 17 11	240 17 7	2,540 4 3	- -	- -	- -	5 15 0	2,545 19 3	657 15
Boroughs, &c.	4	34 15 1	6 6 6	403 9 10	- -	- -	- -	10 1 0	413 10 10	139 5
	290	2,179 5 8	683 14 1	14,189 16 5	151 11 3	- -	0 15 0	226 19 0	14,569 1 8	3,526 19

COUNTY OF RUTLAND.

EXPENDITURE.									BALANCES, 25th March 1866.	
m ur.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8 1	1,615 6 1	224 19 11	102 19 7	46 2 6	- -	- -	39 14 11	4,488 3 7	566 13 9	123 11 10

COUNTY OF SALOP.

8 0	93 8 8	29 5 0	- - -	- -	- -	- -	34 7 1	426 12 7	67 16 11	26 12 9
5 2	41 15 1	5 12 5	0 15 0	- -	- -	- -	11 11 6	180 0 10	70 3 0	5 13 1
2 5	54 14 7	70 18 3	24 11 0	8 0 0	8 0 0	25 0 0	32 19 10	872 15 4	183 1 3	24 18 10
5 7	189 18 4	105 15 8	25 6 0	8 0 0	8 0 0	25 0 0	78 18 5	1,479 8 9	321 1 2	57 4 8

COUNTY OF SOMERSET.

2 10	123 4 1	12 9 6	62 12 11	- -	- -	- -	304 3 4	1,149 2 9	94 19 2	14 9 10

COUNTY OF STAFFORD.

7 11	79 2 9	144 8 1	88 7 9	- -	- -	- -	39 2 1	1,015 11 0	84 1 1	7 13 6
7 7	106 9 2	53 3 1	12 0 0	- -	- -	57 10 0	38 5 0	664 15 6	67 6 6	23 9 11
6 9	40 7 9	49 1 5	5 9 6	- -	- -	0 10 0	11 11 5	371 17 11	44 6 6	46 1 11
1 1	166 8 3	129 12 9	276 13 0	28 15 6	- -	- -	153 18 10	2,376 12 11	208 10 3	316 14 7
2 3	311 15 1	48 3 10	74 7 6	- -	- -	232 1 0	103 9 1	2,002 12 4	230 3 0	61 16 11
0 0	446 2 3	169 11 11	5 0 0	- -	- -	- -	52 15 8	1,621 2 4	322 18 4	196 3 5
0 0	357 10 6	518 12 0	248 14 7	9 12 0	- -	- -	106 13 4	3,228 6 8	543 0 2	44 7 8
0 2	113 9 6	96 17 9	65 0 0	- -	- -	- -	- -	1,112 3 3	362 15 1	—
7 9	97 0 2	64 2 2	10 10 0	1 16 0	- -	41 5 0	31 8 11	507 18 11	144 14 1	—
5 7	94 16 11	52 12 9	8 0 0	- -	- -	- -	26 2 8	642 4 6	97 17 10	11 13 3
1 4	213 4 2	64 18 5	26 12 6	30 3 0	8 1 0	- -	115 9 10	946 15 4	78 15 3	46 11 7
6 6	138 1 6	137 5 1	8 0 0	- -	- -	- -	29 5 7	703 2 5	389 6 3	28 6 4
2 10	34 0 2	108 14 6	11 16 6	26 9 8	0 0 8	- -	34 13 3	405 12 7	55 0 10	15 5 11
8 7	92 0 7	53 15 6	17 15 0	7 5 6	3 18 7	93 10 0	37 14 4	688 17 6	111 5 9	20 17 6
3 4	361 13 6	216 15 8	312 8 1	- -	- -	- -	363 3 6	2,755 13 7	441 6 10	—
4 10	354 1 2	46 11 6	52 10 0	4 2 0	- -	- -	18 8 7	984 19 2	101 7 3	27 18 5
0 4	41 12 9	61 3 2	39 8 3	- -	- -	- -	81 9 6	545 6 5	53 12 0	6 8 5
6 10	3,047 16 2	2,015 9 7	1,262 12 8	108 3 8	12 0 3	424 16 0	1,243 11 7	20,573 12 4	3,336 7 0	853 9 4

COUNTY OF SUFFOLK.

7 8	133 16 9	22 1 2	19 2 0	- -	- -	- -	3 2 6	272 5 11	92 4 11	15 19 5
0 11	1,061 1 2	331 19 0	161 14 6	1 11 11	- -	- -	91 19 8	2,459 4 10	281 17 1	123 19 9
0 1	291 4 4	135 4 6	51 9 6	32 5 0	- -	4 9 9	37 14 2	936 15 9	268 5 10	40 5 0
0 8	254 12 11	61 13 5	36 2 0	8 8 8	- -	- -	11 11 0	627 14 1	77 0 10	13 17 2
0 7	1,312 7 0	342 18 6	108 1 0	47 6 8	- -	- -	51 13 2	2,580 5 6	326 15 3	30 12 7
5 6	1,017 5 8	92 18 10	106 3 0	- -	- -	- -	23 12 0	1,640 14 2	281 2 1	4 11 3
1 6	51 16 0	55 18 1	10 0 0	- -	- -	- -	5 9 0	214 10 11	20 9 0	—
1 3	253 5 10	14 0 3	24 0 0	- -	- -	- -	13 8 8	678 4 10	301 8 3	10 16 5
6 10	253 6 8	90 1 0	151 3 0	54 15 0	- -	10 2 4	21 13 2	1,110 8 5	229 2 8	43 8 6
2 5	221 6 2	93 16 0	39 10 0	7 4 0	- -	- -	18 7 8	660 14 5	173 2 5	53 2 10
19 7	1,021 8 8	170 4 7	176 3 6	- -	- -	- -	98 16 7	2,645 8 3	362 9 6	280 18 2
11 0	127 2 3	103 11 1	8 6 0	- -	- -	- -	44 11 6	510 7 4	14 14 2	83 2 1
18 0	5,998 13 5	1,514 6 5	891 14 6	151 11 3	- -	14 12 1	421 19 1	14,336 14 5	2,428 12 0	700 13 2

COUNTY OF SURREY.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Team Labour performed in lieu of Rates.	RECEIPTS. Other Work performed in lieu of Rates.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Man Lab
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Farnham	1	- - -	25 9 7	562 0 0	- -	- -	- -	- -	562 0 0	212
Parish of Kew	1	- - -	- - -	- - -	- -	- -	- -	411 13 2	411 13 2	127
	2	- - -	25 9 7	562 0 0	- -	- -	- -	411 13 2	973 13 2	340

COUNTY OF SUSSEX.

Arundel, Lower	26	398 10 1	70 5 5	2,756 15 1	49 19 6	- -	7 13 9	140 7 0	2,954 15 4	896
Arundel, Upper	27	122 11 5	58 1 5	845 8 9	11 0 0	- -	- -	38 4 6	894 13 3	269
Bramber, Lower	13	238 2 5	32 15 4	3,816 6 11	96 1 1	- -	- -	23 2 4	3,935 10 4	1,031
Brighton	9	27 0 5	56 2 2	607 2 5	10 8 0	21 10 0	- -	- -	639 0 5	185
Burwash	5	74 11 6	- - -	936 11 3	- -	- -	3 1 9	0 11 3	940 4 3	257
Chichester, Lower	24	314 19 3	86 6 8	1,715 8 4	68 16 10	- -	- -	5 15 6	1,790 0 8	623
Chichester, Upper	42	462 14 9	214 5 11	1,556 8 10	63 0 4	- -	- -	67 14 9	1,687 3 11	464
Cuckfield	13	503 3 6	6 1 8	2,808 9 0	- -	- -	- -	10 14 2	2,819 3 2	1,052
Frant	4	318 8 1	60 11 0	574 16 0	32 18 8	- -	- -	152 0 8	759 15 4	95
Grinstead, East	5	265 2 4	24 19 6	1,801 11 1	- -	- -	- -	13 16 9	1,815 7 10	532
Hailsham	19	315 19 2	122 13 11	1,490 9 6	582 6 5	- -	- -	0 6 0	2,073 1 11	524
Lewes	40	353 13 1	140 17 10	1,730 5 7	37 5 0	- -	- -	12 10 7	1,780 1 2	580
Pevensey Liberty	3	61 0 7	1 13 3	177 13 4	83 8 7	- -	- -	0 2 0	261 3 11	101
Steyning	24	228 8 5	62 1 5	1,221 3 5	5 4 0	- -	- -	29 9 11	1,255 17 4	358
Uckfield	8	82 0 1	15 17 0	1,104 7 8	154 2 10	- -	- -	80 19 8	1,339 10 2	465
Worthing	6	24 8 1	48 4 6	286 1 5	- -	- -	- -	3 0 6	289 1 11	141
Boroughs, &c.	5	102 6 3	- - -	440 8 4	- -	- -	16 18 9	66 10 10	523 17 11	101
	273	3,892 19 5	1,000 17 0	23,869 6 11	1,194 11 3	21 10 0	27 14 3	645 6 5	25,758 8 10	7,682

COUNTY OF WARWICK.

Atherstone	34	314 18 2	28 6 4	1,002 6 11	26 1 9	- -	- -	82 2 10	1,110 11 6	402
Birmingham	7	291 3 1	6 4 10	1,894 17 6	- -	- -	- -	6 5 0	1,901 2 6	600
Coleshill	20	181 6 4	2 12 4	761 0 7	- -	- -	- -	2 12 8	763 13 3	385
Kenilworth	11	192 6 5	54 13 7	1,204 17 6	20 4 0	- -	- -	107 8 4	1,332 9 10	609
Kirby	44	584 4 10	75 2 5	1,931 16 3	8 6 11	0 11 0	- -	36 6 6	1,977 0 8	856
Rugby	22	161 13 5	122 9 4	1,314 8 9	6 0 0	- -	- -	39 5 9	1,359 14 6	412
Solihull	11	191 13 1	9 19 5	977 16 7	- -	- -	- -	13 19 4	991 15 11	425
Southam	29	240 19 10	105 18 7	2,837 7 5	1 8 0	38 5 0	- -	136 3 8	3,013 4 1	776
Warwick	22	198 6 0	16 11 3	778 13 1	60 15 6	19 14 0	- -	8 14 6	867 17 1	387
Parish of Sutton Coldfield	1	78 3 8	- - -	223 17 0	- -	- -	- -	- -	223 17 0	76
	201	2,434 14 10	421 18 1	12,927 1 7	122 16 2	58 10 0	- -	432 18 7	13,541 6 4	4,933

COUNTY OF WESTMORLAND.

Ambleside	6	106 15 3	7 2 4	304 14 11	- -	- -	- -	2 12 2	307 7 1	228
East Ward	51	143 13 0	2 2 9	590 8 9	4 18 6	0 17 0	- -	33 8 7	629 12 10	262
Kendal Ward	48	446 9 5	42 4 1	1,174 1 4	- -	- -	- -	108 16 8	1,282 18 0	1,099
Lonsdale Ward	15	80 7 2	- - -	200 13 1	5 6 6	- -	- -	62 2 1	268 1 8	186
West Ward	46	217 10 10	8 3 9	1,090 4 0	7 17 9	5 5 0	- -	14 7 2	1,117 13 11	590
	166	994 15 8	59 12 11	3,360 2 1	18 2 9	6 2 0	- -	221 6 8	3,605 13 6	2,367

COUNTY OF SURREY.

EXPENDITURE.									BALANCES, 25th March 1866.	
eam bour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
19 4	47 9 2	106 3 9	97 0 0	- -	- -	- -	- - -	544 10 11	- - -	8 0 6
- - -	115 15 0	50 1 4	- - -	- -	- -	- -	118 13 1	411 13 2	—	—
19 4	163 4 2	156 5 1	97 0 0	- -	- -	- -	118 13 1	956 4 1	- - -	8 0 6

COUNTY OF SUSSEX.

4 11	860 10 0	67 9 11	225 14 10	49 19 6	- -	4 10 0	127 2 4	2,961 10 1	497 9 1	175 19 2
7 5	137 6 9	57 7 3	12 6 3	11 0 0	- -	- -	54 0 0	815 16 11	185 4 9	41 18 5
19 0	1,329 17 2	281 19 2	190 8 0	96 1 1	- -	108 4 2	143 4 3	3,791 4 9	353 16 1	4 3 5
2 3	192 10 6	64 13 4	7 7 0	10 8 0	21 10 0	- -	63 7 9	597 2 7	55 16 11	43 0 10
9 10	385 4 10	39 17 3	52 17 6	- -	- -	4 10 0	13 11 6	1,073 6 5	12 13 8	71 4 4
6 8	170 18 1	288 16 2	187 0 0	68 16 10	- -	- -	152 14 2	1,940 0 10	249 6 4	170 13 11
6 1	383 6 3	148 0 0	34 0 8	63 0 4	- -	- -	105 12 8	1,527 6 4	502 8 2	94 1 9
9 1	558 8 7	322 19 5	58 12 4	- -	- -	63 3 0	54 16 4	2,898 16 11	424 7 4	6 19 3
4 0	46 17 2	33 19 11	36 5 0	32 18 8	- -	- -	29 12 6	304 0 8	713 11 9	—
6 7	350 19 6	180 16 8	115 0 0	- -	- -	26 0 0	63 4 0	1,886 6 2	177 13 6	8 9 0
6 7	313 4 6	99 12 5	40 12 0	582 6 5	- -	62 17 4	50 2 11	1,827 7 9	468 19 11	30 0 6
14 8	394 9 4	93 18 1	28 15 0	37 5 0	- -	114 11 1	87 4 11	1,778 16 1	419 2 5	205 2 1
17 0	3 6 6	16 2 5	7 10 0	83 8 7	- -	- -	9 6 10	266 3 10	54 7 5	—
8 9	327 6 7	141 2 6	57 0 0	5 4 0	- -	3 12 9	72 18 7	1,328 1 6	152 14 11	58 12 1
11 9	317 11 3	70 17 3	47 0 0	154 2 10	- -	- -	12 19 6	1,291 0 5	158 5 10	43 13 0
8 6	76 14 10	9 17 7	12 10 0	- -	- -	- -	11 17 10	323 12 8	2 13 10	61 1 0
5 2	56 18 0	146 14 2	19 10 8	- -	- -	- -	128 10 0	523 18 8	102 5 6	—
8 3	5,905 9 10	2,064 3 6	1,132 9 3	1,194 11 3	21 10 0	387 8 4	1,180 6 1	25,134 12 7	4,530 17 5	1,014 18 9

COUNTY OF WARWICK.

19 4	306 19 3	159 6 3	34 0 0	26 1 9	- -	- -	55 16 11	1,150 19 11	271 13 7	25 10 2
17 8	547 15 11	161 15 10	90 10 0	- -	- -	- -	97 10 9	1,869 13 2	316 7 7	—
10 4	146 19 6	94 13 5	59 0 0	- -	- -	- -	27 4 11	789 2 10	185 12 5	32 8 0
17 2	252 18 8	85 8 5	70 0 0	20 4 0	- -	50 0 0	60 6 4	1,323 6 1	160 17 8	14 1 1
6 11	845 18 5	150 14 5	124 19 9	8 6 11	0 11 0	- -	68 0 10	2,338 3 4	244 8 7	96 8 10
7 0	488 16 11	152 8 9	8 17 0	6 0 0	- -	21 1 6	65 7 0	1,253 19 2	171 2 10	26 3 5
10 6	277 14 1	93 4 8	82 6 6	- -	- -	- -	53 9 1	1,009 1 4	180 19 4	16 11 1
8 9	1,181 9 8	127 16 1	32 14 0	1 8 0	38 5 0	188 0 0	56 19 0	2,738 10 11	446 8 9	36 14 4
5 7	164 2 0	38 12 5	33 0 0	60 15 6	19 14 0	- -	22 9 1	807 17 6	253 3 9	11 9 5
7 0	90 19 11	24 10 7	30 0 0	- -	- -	- -	6 10 6	249 19 10	52 0 10	—
10 3	4,303 14 4	1,088 10 10	565 7 3	122 16 2	58 10 0	259 1 6	513 14 5	13,530 14 1	2,282 15 4	259 6 4

COUNTY OF WESTMORLAND.

9 4	16 0 6	52 8 1	9 10 0	- -	- -	- -	27 0 10	365 7 8	64 14 6	23 2 2
18 3	169 19 10	25 1 0	17 16 6	4 18 6	0 17 0	- -	68 15 10	662 1 7	135 12 5	26 10 11
13 9	93 15 8	21 0 2	53 4 0	- -	- -	- -	29 0 7	1,447 16 6	258 7 6	19 0 8
19 7	9 7 6	23 17 9	19 0 0	5 6 6	- -	- -	12 19 8	275 8 7	73 0 3	—
15 7	189 12 0	10 16 2	77 17 6	7 17 9	5 5 0	- -	29 13 8	1,092 19 10	244 15 2	10 14 0
16 6	478 15 6	133 3 2	177 8 0	18 2 9	6 2 0	- -	167 10 7	3,843 14 2	776 9 10	79 7 9

COUNTY OF WILTS.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Team Labour performed in lieu of Rates.	RECEIPTS. Other Work performed in lieu of Rates.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manu Labor
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Devizes	1	26 15 0	- - -	87 6 1	3 11 4	- -	5 15 0	3 16 6	100 8 11	21 1
Warminster	1	- - -	68 19 1	529 7 11	- -	- -	- -	1 5 0	530 12 11	116
Boroughs	5	41 18 9	26 16 11	370 0 1	- -	- -	- -	- -	370 0 1	92 1
	7	68 13 9	95 16 0	986 14 1	3 11 4	- -	5 15 0	5 1 6	1,001 1 11	231

COUNTY OF WORCESTER.

Blockley	2	13 7 0	- - -	82 2 9	- -	- -	- -	- -	82 2 9	35
Bromsgrove	3	109 2 7	- - -	264 1 6	- -	- -	- -	- -	264 1 6	100
Droitwich	7	8 7 11	46 18 11	358 12 3	- -	- -	- -	- -	358 12 3	145
Dudley	1	27 0 11	- - -	129 12 6	- -	- -	- -	56 3 8	185 16 2	43
Hales Owen	12	98 1 2	13 16 4	381 15 3	23 7 5	- -	- -	- -	405 2 8	203
Northfield	4	199 6 1	- - -	1,478 6 7	- -	- -	- -	54 12 0	1,532 18 7	698 1
Pershore	22	253 19 10	56 2 4	910 9 9	- -	- -	- -	32 10 9	943 0 6	381
Stourbridge	11	153 0 11	44 11 4	665 12 9	154 3 1	- -	- -	6 17 0	826 12 10	294
Stourport	1	17 9 3	- - -	130 15 6	- -	- -	- -	23 15 1	154 10 7	47 1
Upton	5	39 13 8	7 17 1	174 18 0	- -	- -	- -	- -	174 18 0	76
Worcester	6	196 9 9	- - -	650 7 8	- -	- -	- -	5 1 6	655 9 2	195
Borough of Droitwich	5	4 10 11	22 2 0	316 17 10	0 6 0	0 4 0	- -	0 18 6	318 6 4	91 1
	79	1,120 10 0	191 8 0	5,543 12 4	177 16 6	0 4 0	- -	179 18 6	5,901 11 4	2,311 1

COUNTY OF YORK.

East Riding.										
Bainton-Beacon	35	652 5 3	89 5 8	6,251 3 4	223 8 6	26 2 0	- -	203 12 3	6,704 6 1	1,900 1
Buckrose	44	398 0 4	35 5 2	3,067 17 6	196 7 6	14 6 6	14 0 0	51 1 8	3,343 13 2	1,273 1
Dickering	38	415 8 0	186 2 2	5,208 19 0	- -	- -	- -	296 17 3	5,505 16 3	1,638 1
Holderness, Middle	34	259 5 4	11 10 9	2,917 6 3	76 13 0	4 3 4	- -	145 10 3	3,143 12 10	1,018
Holderness, North	27	139 8 8	68 12 6	1,736 13 8	33 16 0	38 6 0	- -	140 10 11	1,949 6 7	525
Holderness, South	26	218 11 5	58 5 3	1,822 14 8	107 19 0	29 7 6	- -	144 19 5	2,105 0 7	404
Holme-Beacon	20	209 8 4	4 2 9	2,185 4 9	86 14 1	- -	34 4 0	85 1 8	2,391 4 6	594
Howdenshire	41	505 6 4	44 1 2	2,589 19 10	- -	- -	- -	26 1 6	2,616 1 4	609
Hunsley-Beacon, North	24	259 12 4	- - -	1,658 6 3	- -	- -	- -	165 1 6	1,823 7 9	410 1
Hunsley-Beacon, South	25	391 15 10	46 0 5	3,318 10 2	101 6 10	- -	- -	233 9 2	3,653 6 2	931
Ouse and Derwent	27	195 4 6	14 4 4	3,802 3 11	2 10 6	3 14 3	- -	82 19 3	3,891 7 11	898 1
Wilton-Beacon	40	273 8 8	62 6 10	3,508 7 6	197 19 10	32 1 9	3 0 0	91 13 11	3,833 3 0	1,107 1
North Riding.										
Allertonshire	35	221 16 9	1 4 9	1,527 10 7	- -	- -	3 7 6	40 18 6	1,571 16 7	685
Birdforth	57	392 9 2	1 7 7	2,885 6 6	7 1 6	10 9 0	1 17 7	44 13 7	2,949 8 2	1,438
Bulmer, East	32	303 6 0	23 3 0	2,715 19 3	236 12 3	17 9 6	- -	35 7 0	3,005 8 0	744 1
Bulmer, West	30	197 3 10	3 10 11	1,865 3 8	279 18 8	- -	0 6 0	102 4 6	2,247 12 10	843
Gilling, East	24	152 11 0	4 4 2	849 19 3	- -	- -	- -	5 19 9	855 19 0	444
Gilling, West	45	179 17 1	6 2 0	702 18 1	5 19 0	5 18 3	13 18 8	6 12 0	735 6 0	458 1
„ Greta Bridge District	22	110 4 10	7 8 11	500 5 10	7 10 0	4 17 8	- -	6 5 8	518 19 2	316 1
Hallikeld	29	132 2 0	33 18 8	952 17 8	- -	- -	- -	42 10 9	995 8 5	612
Hang, East	27	290 10 6	1 5 4	1,120 10 2	2 8 0	- -	- -	14 5 3	1,137 3 5	747 1
Hang, West	49	330 3 9	49 4 8	1,522 8 5	- -	17 11 0	57 9 6	30 7 11	1,627 16 10	1,234
Langbaurgh, East	29	329 15 7	10 5 1	2,199 3 11	406 5 11	116 15 8	0 15 6	158 12 4	2,881 13 4	852
Langbaurgh, North	6	111 1 5	- - -	430 6 8	40 19 0	16 8 3	- -	6 9 11	493 18 10	205 1
Langbaurgh, West	32	183 0 2	11 18 0	1,874 17 10	- -	- -	18 14 2	64 4 8	1,957 16 8	600

COUNTY OF WILTS.

EXPENDITURE.									BALANCES, 25th March 1866.	
eam bour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7 0	34 13 0	16 0 9	- - -	3 11 4	- -	- -	8 13 2	89 3 3	38 0 8	—
19 8	95 17 3	208 1 6	40 0 0	- -	- -	13 0 0	49 9 5	556 12 11	- - -	94 19 1
16 10	56 5 8	131 14 6	12 10 0	- -	- -	- -	32 5 6	344 9 6	54 3 6	13 11 1
3 6	186 15 11	355 16 9	52 10 0	3 11 4	- -	13 0 0	90 8 1	990 5 8	92 4 2	108 10 2

COUNTY OF WORCESTER.

7 4	6 18 0	0 14 9	- - -	- -	- -	- -	2 1 4	62 4 1	33 5 8	—
13 5	92 3 1	69 15 3	- - -	- -	- -	- -	3 14 6	322 8 10	66 7 1	15 11 10
11 6	107 10 9	12 17 10	- - -	- -	- -	- -	7 8 3	318 9 4	38 1 5	36 9 6
18 6	17 7 3	10 11 4	8 19 0	- -	- -	- -	143 16 2	255 16 9	- -	42 19 8
4 4	48 6 4	27 4 1	8 0 0	23 7 5	- -	- -	86 14 0	454 0 9	45 10 0	10 3 3
16 3	253 0 3	155 2 8	90 0 0	- -	- -	- -	79 12 9	1,502 8 7	233 6 9	3 10 8
0 10	302 18 8	61 10 10	17 0 0	- -	- -	- -	27 10 2	1,034 0 8	194 3 1	87 5 9
19 3	202 8 1	121 0 7	35 14 6	154 3 1	- -	- -	28 7 5	978 17 8	22 0 11	65 16 2
2 0	23 5 9	93 17 6	- - -	- -	- -	- -	- -	169 17 5	2 2 5	—
13 6	31 6 8	10 19 10	7 0 0	- -	- -	- -	2 17 3	170 2 10	56 5 5	19 13 8
11 6	126 11 6	77 1 0	81 0 0	- -	- -	23 2 10	15 17 6	602 6 9	250 4 6	0 12 4
14 9	37 0 6	28 5 3	23 0 0	0 6 0	0 4 0	40 0 0	6 5 6	228 9 7	83 1 10	10 16 2
13 2	1,248 16 10	669 0 11	270 13 6	177 16 6	0 4 0	63 2 10	404 4 10	6,099 3 3	1,024 9 1	292 19 0

COUNTY OF YORK.

9 0	2,823 1 8	230 14 10	71 15 0	223 8 6	26 2 0	34 4 8	123 0 5	6,688 10 3	622 4 3	43 8 10
15 5	902 9 10	96 0 9	8 12 0	196 7 6	14 6 6	72 2 3	60 3 4	3,403 15 9	376 5 11	73 13 4
16 3	1,220 2 0	291 13 1	- - -	- -	- -	- -	174 9 7	5,329 14 2	447 17 8	42 9 9
7 11	1,227 7 2	62 6 0	1 0 0	76 13 0	4 3 4	55 19 4	62 4 8	3,129 4 1	320 11 10	58 8 6
19 1	771 15 5	115 2 11	- - -	33 16 0	38 6 0	- -	28 4 4	1,956 7 7	161 13 10	97 18 8
5 0	751 9 11	83 2 1	19 8 0	107 19 0	29 7 6	130 4 0	60 6 3	2,076 8 10	264 13 9	75 15 10
12 7	1,016 0 3	66 4 10	35 0 0	86 14 1	- -	232 7 10	21 8 6	2,464 14 6	151 18 4	20 2 9
6 6	1,495 12 2	75 19 11	10 0 0	- -	- -	59 7 8	54 6 0	2,695 15 8	421 19 11	40 9 1
1 2	817 1 8	119 19 9	17 0 0	- -	- -	92 9 0	16 11 7	1,783 17 8	314 9 9	15 7 4
16 11	1,313 4 6	128 7 4	36 0 0	101 6 10	- -	375 16 3	97 0 9	3,617 18 7	420 11 6	39 8 6
13 11	1,884 4 0	101 11 1	27 6 0	2 10 6	3 14 3	277 9 6	137 7 1	3,799 8 3	309 5 2	36 5 4
16 4	1,747 15 9	158 1 4	- - -	197 19 10	32 1 9	- -	34 0 2	3,777 7 10	327 8 9	60 11 9
10 3	498 15 9	48 6 5	- - -	- -	- -	8 0 0	102 15 0	1,486 14 11	308 2 7	2 8 11
5 5	707 2 8	164 14 1	34 7 0	7 1 6	10 9 0	24 15 0	45 17 5	2,981 19 6	392 13 6	34 3 3
4 1	947 1 9	215 15 8	110 0 8	236 12 3	17 9 6	89 2 2	239 12 6	3,023 12 6	334 19 11	73 1 5
3 6	573 13 5	71 6 4	27 18 0	279 18 8	- -	122 3 2	88 11 8	2,184 0 1	278 13 4	21 7 8
8 3	157 1 7	20 4 11	11 7 0	- -	- -	- -	17 3 9	866 6 11	141 0 8	3 1 9
4 10	67 18 0	28 10 0	6 0 0	5 19 0	5 18 3	9 7 0	34 1 9	717 14 11	205 19 3	14 13 1
7 6	26 6 8	4 15 7	14 6 0	7 10 0	4 17 8	12 15 0	10 13 1	491 5 9	132 5 2	1 15 10
15 8	189 4 8	45 6 8	5 18 0	- -	- -	- -	84 2 2	1,003 16 8	142 16 3	53 1 2
6 11	157 13 2	57 1 9	47 16 0	2 8 0	- -	- -	20 17 3	1,171 13 8	255 0 10	0 5 11
18 5	32 0 6	56 0 1	42 10 0	- -	17 11 0	- -	39 1 2	1,726 3 8	247 3 5	64 11 2
7 7	770 16 11	92 15 5	108 8 9	406 5 11	116 15 8	- -	40 6 6	2,913 2 1	309 9 8	21 7 11
18 9	205 10 0	9 16 2	- - -	40 19 0	16 3 3	- -	6 14 3	558 1 3	89 13 10	42 14 10
5 7	795 16 1	93 8 6	8 0 0	- -	- -	- -	39 2 4	1,988 15 2	153 18 4	13 14 8

COUNTY OF YORK—*continued.*

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	Total Receipts.	Manual Labour
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
North Riding—*continued.*										
Malton	22	106 7 8	54 1 4	1,077 6 8	98 13 6	5 18 6	- -	18 11 1	1,200 9 9	497 5
Pickering Lyth, East	29	428 0 8	31 7 6	2,726 2 0	- -	- -	- -	186 3 11	2,912 5 11	1,046 19
Pickering Lyth, West	25	160 1 1	1 1 6	1,298 10 8	440 7 10	179 5 5	- -	49 17 9	1,968 1 8	804 17
Ryedale	51	212 14 9	15 14 9	2,491 13 6	128 19 6	68 4 5	- -	91 0 5	2,779 17 10	1,107 10
Whitby-Strand	19	313 5 2	12 12 11	2,469 16 6	- -	- -	- -	37 5 3	2,507 1 9	512 12
Yarm	19	138 4 3	1 19 9	748 1 3	84 10 10	- -	25 11 4	4 11 9	862 15 2	354 9
West Riding.										
Agbrigg, Lower	33	781 9 5	268 1 6	6,431 6 5	270 16 8	- -	301 2 0	452 1 6	7,455 6 7	2,847 1
Agbrigg, Upper	6	312 16 9	1 4 3	1,577 10 1	40 7 1	6 13 5	111 0 10	37 8 10	1,773 0 3	889 16
Ainsty, East	17	107 18 2	13 3 0	871 13 7	- -	- -	- -	86 14 7	958 8 2	348 15
Barkston Ash, Lower	24	369 10 2	50 15 8	3,115 12 11	- -	- -	42 4 6	56 11 8	3,214 9 1	1,083 7
Barkston Ash, Upper	16	84 13 7	120 3 5	2,126 17 1	170 18 10	- -	21 1 11	150 15 6	2,469 13 4	870 12
Bolton-by-Bowland	18	54 12 1	11 12 9	341 4 7	153 5 8	240 7 1	- -	2 8 6	737 5 10	162 0
Claro	61	416 18 3	38 11 3	3,074 16 6	130 6 6	16 0 9	106 14 5	221 10 6	3,549 8 8	1,640 17
Dewsbury	6	147 0 9	126 18 11	3,031 4 6	- -	- -	181 11 3	50 9 7	3,263 5 4	1,028 17
Ewcross	21	127 16 2	1 12 10	708 8 0	15 0 0	- -	- -	5 0 0	728 8 0	402 12
Keighley	2	48 11 9	32 14 10	363 18 0	- -	- -	- -	13 0 2	376 18 2	132 14
Kirby-Malzeard	12	114 5 10	- - -	236 15 10	1 10 0	2 0 0	- -	2 10 8	242 16 6	233 18
Morley, East	10	373 2 1	20 10 11	2,499 15 3	5 4 5	- -	406 19 5	8 14 10	2,920 13 11	997 4
Morley, West	15	848 16 6	139 13 1	3,326 8 3	9 19 10	- -	492 3 4	65 12 9	3,894 4 2	1,592 0
Osgoldcross, Lower	26	440 15 10	73 13 3	3,725 10 1	134 2 8	- -	- -	158 13 3	4,018 6 0	1,227 16
Osgoldcross, Upper	35	307 19 0	54 7 3	3,527 6 1	- -	- -	4 14 6	133 5 5	3,665 6 0	1,540 11
Otley	24	128 16 0	42 0 11	1,327 13 5	326 13 10	11 6 11	212 11 1	114 4 0	1,992 9 3	892 6
Ripon	25	156 18 4	23 11 9	735 8 4	2 16 0	23 11 6	13 12 6	10 8 6	785 16 10	513 6
Rotherham	41	649 8 6	175 11 1	3,987 17 3	- -	- -	339 6 11	42 10 10	4,369 15 0	1,947 4
Saddleworth	6	386 3 3	4 7 1	1,196 3 8	- -	- -	- -	56 5 7	1,252 9 3	603 5
Skyrack	31	335 0 4	134 13 11	4,847 2 5	153 19 7	- -	349 8 9	103 0 10	5,453 11 7	2,046 4
Staincliffe, West	24	32 8 1	32 16 1	712 19 7	1 14 6	3 6 0	- -	25 2 5	743 2 6	351 13
Staincross	30	852 9 2	129 2 0	3,733 2 10	159 10 10	0 2 6	403 14 6	134 15 8	4,431 6 4	1,542 9
Strafforth and Tickhill, Upper	1	- - -	38 0 2	696 3 4	- -	- -	- -	0 13 3	696 16 7	167 15
Tadcaster	19	146 16 7	118 2 4	1,171 7 5	79 19 11	- -	4 10 0	16 9 5	1,272 6 9	519 3
Wetherby	24	186 15 9	27 13 7	1,328 10 6	25 1 7	- -	- -	59 10 0	1,413 2 1	624 4
Boroughs	18	1,096 11 11	1,033 8 4	26,148 11 5	124 11 3	- -	1,459 13 2	1,372 15 7	29,105 11 5	9,797 11
	1,508	16,718 4 11	3,602 18 0	148,869 12 7	4,572 0 5	894 2 2	4,623 13 4	5,993 14 7	164,953 3 1	58,823 1

COUNTY OF YORK—*continued.*

EXPENDITURE.								BALANCES, 25th March 1866.	
eam bour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
19 4	263 0 3	29 14 6	8 10 0	98 13 6	5 18 6	- -	26 10 8	1,095 12 3	172 8 6	15 4 8
2 4	408 16 6	77 4 4	2 0 0	- -	- -	8 12 3	119 8 2	2,941 2 11	427 4 0	59 7 10
7 4	354 15 0	41 10 1	47 19 10	440 7 10	179 5 5	- -	40 15 2	2,019 17 11	148 15 10	41 12 6
11 1	534 3 6	65 15 8	27 16 6	128 19 6	68 4 5	21 5 1	75 5 4	2,790 11 11	213 14 10	27 8 11
11 7	373 4 9	119 10 3	155 0 0	- -	- -	- -	582 1 8	2,581 0 6	240 4 11	13 11 5
17 7	260 6 3	15 18 6	27 4 8	84 10 10	- -	0 1 3	19 12 4	924 0 7	112 0 7	37 1 6
0 10	2,959 16 4	268 17 1	268 6 0	270 16 8	- -	4 17 10	297 11 11	7,781 7 8	616 4 0	428 17 2
9 10	335 5 9	196 12 6	83 0 0	40 7 1	6 13 5	95 14 8	18 18 6	1,940 18 7	146 4 7	2 10 5
10 2	303 3 0	46 12 7	- - -	- -	- -	- -	28 12 5	961 14 1	95 19 7	4 10 4
11 6	1,390 8 1	73 12 0	103 10 0	- -	- -	146 4 8	18 19 7	3,269 13 2	348 3 5	84 13 0
19 0	402 6 9	75 11 9	27 17 0	170 18 10	- -	218 4 2	88 0 0	2,316 10 0	166 17 9	49 4 3
6 7	22 14 5	11 11 6	25 0 0	153 5 8	240 7 1	- -	20 1 0	725 6 4	70 6 5	15 7 7
19 5	537 15 4	258 18 2	43 4 0	130 6 6	16 0 9	68 18 11	215 7 5	3,505 7 7	472 2 4	49 14 3
13 3	1,136 15 0	336 8 3	148 0 0	- -	- -	- -	112 5 7	3,195 19 11	102 0 5	14 13 2
7 6	70 15 8	6 15 8	49 3 6	15 0 0	- -	- -	27 11 2	732 5 9	123 8 11	1 3 4
3 3	45 10 8	27 8 3	12 0 0	- -	- -	- -	51 1 3	289 18 1	102 17 0	—
6 6	33 18 2	12 11 5	1 0 0	1 10 0	2 0 0	- -	10 1 9	321 6 7	38 6 9	2 11 0
10 7	911 5 3	175 18 5	65 11 0	5 4 5	- -	- -	325 1 0	2,890 15 4	382 9 9	—
17 0	1,112 17 3	416 14 2	253 10 8	9 19 10	- -	- -	187 6 9	4,483 5 9	358 14 11	238 13 1
10 6	1,822 9 6	219 19 1	176 10 0	134 2 8	- -	- -	186 6 10	4,223 15 1	361 9 6	199 16 0
19 7	905 1 7	114 15 8	46 3 0	- -	- -	130 18 10	62 3 5	3,655 13 6	302 2 11	38 18 8
17 0	278 9 8	82 12 9	61 13 6	326 13 10	11 6 11	- -	39 4 5	1,860 4 3	247 17 2	28 17 1
10 1	76 9 6	72 8 6	11 0 0	2 16 0	23 11 6	0 18 2	15 4 9	802 4 10	121 2 8	4 4 1
15 6	869 0 8	152 19 7	201 8 0	- -	- -	- -	35 7 0	4,265 15 3	735 14 8	157 17 6
9 1	84 9 9	411 5 5	71 3 6	- -	- -	- -	63 5 3	1,383 18 0	250 7 5	—
9 10	1,659 0 0	300 14 10	168 14 0	153 19 7	- -	137 14 0	107 18 11	5,489 15 6	414 16 6	250 14 0
0 7	69 11 1	37 8 3	75 0 0	1 14 6	3 6 0	- -	40 19 7	698 13 4	55 3 10	11 2 8
5 11	1,432 5 6	214 10 0	222 6 9	159 10 10	0 2 6	34 4 10	129 3 7	4,588 19 8	628 6 1	62 12 3
0 1	72 3 1	28 8 8	45 0 0	- -	- -	- -	57 7 9	548 14 10	110 1 7	—
19 10	253 17 3	46 13 9	38 0 0	79 19 11	- -	88 9 0	118 9 3	1,265 12 7	152 6 5	116 18 0
7 5	273 12 6	122 9 8	18 18 0	25 1 7	- -	177 19 1	38 12 10	1,432 5 11	175 6 5	35 8 1
14 8	13,206 16 2	872 6 6	795 7 0	124 11 3	- -	327 10 2	1,223 6 3	28,878 3 1	1,332 19 3	1,042 7 4
1 7	53,559 9 8	7,371 3 3	3,922 9 4	4,572 0 5	894 2 2	3,057 15 9	6,020 3 0	165,697 1 0	16,356 16 4	3,985 7 4

NORTH WALES.

COUNTY OF ANGLESEY.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Team Labour performed in lieu of Rates.	RECEIPTS. Other Work performed in lieu of Rates.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Anglesey, 1st Division	36	88 6 2	62 18 0	1,183 5 5	152 12 1	29 11 11	- -	10 0 3	1,375 9 8	451 13
Anglesey, 2d Division	36	122 18 0	156 9 4	1,064 0 9	385 3 1	32 6 10	- -	4 13 9	1,486 4 5	432 10
Borough of Beaumaris	3	15 2 6	22 6 8	143 10 3	- -	- -	- -	- -	143 10 3	92 15
	75	226 6 8	241 14 0	2,390 16 5	537 15 2	61 18 9	- -	14 14 0	3,005 4 4	976 19

COUNTY OF CARNARVON.

Bangor	6	100 1 6	- - -	443 14 11	- -	- -	- -	2 13 0	446 7 11	295 6
Carnarvon	12	49 11 11	77 10 3	1,024 2 5	- -	- -	- -	22 0 10	1,046 3 3	358 15
Conway	11	0 10 3	21 4 0	301 10 3	82 11 9	16 11 11	- -	- -	400 13 11	165 7
Eifionydd	9	23 1 4	0 12 6	170 11 6	11 0 0	- -	- -	- -	181 11 6	60 10
Nant Conway	7	13 17 9	13 18 7	89 18 7	5 10 0	4 17 6	- -	- -	100 6 1	77 1
Pwllheli	31	53 17 2	82 5 9	383 8 10	517 7 11	174 6 9	- -	- -	1,075 3 6	249 16
	76	240 19 11	195 11 1	2,413 6 6	616 9 8	195 16 2	- -	24 13 10	3,250 6 2	1,206 17

COUNTY OF DENBIGH.

Isaled	52	51 13 8	11 3 5	599 12 0	92 2 11	9 18 1	- -	3 2 6	704 15 6	379 14
Llangollen	2	- - -	21 6 9	435 15 7	- -	- -	- -	115 19 1	551 14 8	195 7
Uwchaled	24	20 6 2	0 6 10	107 2 2	8 6 0	6 16 10	- -	- -	122 5 0	60 3
Borough of Denbigh	1	0 13 9	- - -	309 1 3	- -	- -	- -	0 16 9	309 18 0	92 14
	79	72 13 7	32 17 0	1,451 11 0	100 8 11	16 14 11	- -	119 18 4	1,688 13 2	727 19

COUNTY OF FLINT.

Caerwys	18	43 5 10	13 14 4	108 9 4	- -	- -	- -	4 10 0	112 19 4	52 3
Hawarden	15	58 6 0	16 1 8	743 13 8	34 9 9	- -	- -	7 17 8	786 1 1	181 9
Holywell	12	109 14 5	4 3 2	1,050 12 9	0 12 0	0 14 7	- -	- -	1,051 19 4	81 18
Hope	9	39 1 0	5 5 6	280 19 9	24 17 0	1 6 0	- -	1 6 4	308 9 1	153 11
Maylor	13	139 15 0	3 17 10	759 14 1	11 12 0	- -	- -	1 0 0	772 6 1	382 7
Mold	12	85 17 1	1 8 0	636 10 0	123 1 7	10 12 0	- -	5 7 6	775 11 1	275 16
Northop	17	94 19 6	17 17 1	440 2 11	36 14 4	2 18 11	- -	- -	479 16 2	141 8
Prestatyn	10	32 10 5	26 2 7	620 6 0	- -	- -	- -	2 3 0	622 9 0	209 8
Rhuddlan	18	47 18 9	1 9 2	345 5 6	- -	- -	- -	0 9 6	345 15 0	163 8 1
Borough of Flint	2	8 4 5	- - -	244 15 6	- -	- -	- -	2 0 0	246 15 6	48 17
	126	659 12 5	89 19 4	5,230 9 6	231 6 8	15 11 6	- -	24 14 0	5,502 1 8	1,690 8

NORTH WALES.

COUNTY OF ANGLESEY.

EXPENDITURE.									BALANCES, 25th March 1866.	
Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1 1	338 12 2	35 17 0	154 10 6	152 12 1	29 11 11	- -	43 8 3	1,366 6 10	89 15 8	55 4 8
10 4	308 19 6	27 14 11	95 3 8	385 3 1	32 6 10	- -	22 19 7	1,359 8 0	145 4 3	51 19 2
7 5	0 18 5	3 17 1	13 0 0	- -	- -	- -	2 15 8	145 14 5	21 17 5	31 5 9
18 10	648 10 1	67 9 0	262 14 2	537 15 2	61 18 9	- -	69 3 6	2,871 9 3	256 17 4	138 9 7

COUNTY OF CARNARVON.

12 0	3 13 4	5 12 9	84 10 0	- -	- -	- -	3 17 0	445 11 3	116 7 1	15 8 11
18 8	74 8 5	27 14 5	20 0 0	- -	- -	- -	443 8 6	996 5 8	56 12 0	34 12 9
12 9	39 15 9	0 12 0	64 17 0	82 11 9	16 11 11	- -	2 4 0	445 12 9	22 1 1	87 13 8
19 7	13 13 0	0 5 4	15 6 0	11 0 0	- -	29 14 8	7 2 7	173 11 9	30 18 7	0 10 0
17 10	- - -	- - -	12 9 10	5 10 0	4 17 6	- -	1 18 7	126 14 11	3 18 9	30 8 5
2 8	24 15 10	3 8 2	81 10 9	517 7 11	174 6 9	- -	15 15 9	1,108 4 3	52 0 5	113 9 9
3 6	156 6 4	37 12 8	278 13 7	616 9 8	195 16 2	29 14 8	474 6 5	3,296 0 7	281 17 11	282 3 6

COUNTY OF DENBIGH.

8 3	89 2 11	10 16 6	5 3 10	92 2 11	9 18 1	- -	25 0 1	713 6 8	50 8 10	18 9 9
8 6	133 10 6	3 17 6	- - -	- -	- -	- -	117 9 0	532 13 3	- - -	2 5 4
17 7	2 16 6	- - -	2 15 0	8 6 0	6 16 10	2 10 0	8 10 10	119 16 1	26 14 5	4 6 2
10 9	69 0 7	59 4 9	15 18 0	- -	- -	- -	28 19 9	288 8 1	22 3 8	—
5 1	294 10 6	73 18 9	23 16 10	100 8 11	16 14 11	2 10 0	179 19 8	1,654 4 1	99 6 11	25 1 3

COUNTY OF FLINT.

0 6	13 12 6	0 10 6	3 6 4	- -	- -	40 10 6	9 10 4	143 14 2	16 18 5	18 1 9
2 0	113 16 11	4 3 3	21 3 6	34 9 9	- -	273 3 5	11 2 2	725 10 2	105 15 4	3 0 1
19 9	13 17 0	- - -	36 4 6	0 12 0	0 14 7	934 0 2	25 5 10	1,110 11 10	83 10 5	36 11 8
18 0	22 19 9	6 11 8	12 15 0	24 17 0	1 6 0	79 11 10	9 19 6	341 9 10	17 3 3	16 8 6
10 11	51 8 3	30 13 11	21 0 0	11 12 0	- -	- -	92 1 11	788 14 5	119 10 2	0 1 5
11 11	54 17 8	9 12 11	12 0 9	123 1 7	10 12 0	126 8 10	23 8 10	670 10 10	202 7 10	12 18 6
15 10	69 2 7	8 7 10	- - -	36 14 4	2 18 11	226 8 6	7 12 3	507 8 3	55 2 11	5 12 7
10 0	74 18 8	- - -	10 9 2	- -	- -	30 4 8	15 2 0	547 12 7	84 19 7	3 15 4
8 5	41 0 4	0 8 6	- - -	- -	- -	36 18 8	7 3 7	371 8 5	31 1 11	10 5 9
11 6	57 2 7	3 15 1	13 13 6	- -	- -	89 14 7	4 16 4	230 11 2	24 8 9	—
8 10	512 16 3	64 3 8	130 12 9	231 6 8	15 11 6	1,837 1 2	206 2 9	5,437 11 9	740 18 7	106 15 7

COUNTY OF MERIONETH.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Team Labour performed in lieu of Rates.	RECEIPTS. Other Work performed in lieu of Rates.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Ardudwy-is-Artro	1	- - -	0 14 11	23 12 3	- -	- -	- -	- -	23 12 3	21 2
Ardudwy-uwch-Artro	12	99 4 9	2 10 5	191 8 4	- -	- -	- -	20 17 4	212 5 8	229 9
Edernion	12	- - -	0 8 1	34 3 1	9 3 6	7 3 0	- -	- -	50 9 7	23 7
Estimaner	8	7 0 5	0 4 5	157 8 6	- -	- -	- -	- -	157 8 6	18 12
Penllyn*	-	—	—	—	—	—	—	—	—	—
Tallybont and Mowddy†	7	15 8 9	6 14 3	55 1 3	- -	- -	- -	- -	55 1 3	61 2
	40	121 13 11	10 12 1	461 13 5	9 3 6	7 3 0	- -	20 17 4	498 17 3	353 14

* No returns can be obtained. † No returns can be obtained for the year ending March 1866. "The parish roads are very much neglected."

COUNTY OF MONTGOMERY.

Cawrse	11	16 11 4	2 17 3	166 6 11	- -	- -	- -	8 0 0	174 6 11	74 16
Deythur	17	70 8 3	3 9 11	276 7 11	- -	- -	- -	- -	276 7 11	137 12
Llanfyllin & Lower Pool	58	75 8 5	25 15 9	569 14 7	45 16 5	12 6 4	1 11 6	3 8 9	632 17 7	302 19
Llanidloes, Lower	17	57 12 3	8 18 5	230 10 0	- -	- -	- -	- -	230 10 0	72 1
Llanidloes, Upper	22	53 2 0	- - -	182 2 3	76 16 6	75 16 9	- -	- -	334 15 6	62 5
Machynlleth	19	95 5 11	1 3 7	371 11 2	3 11 3	- -	- -	- -	375 2 5	148 1
Mathrafel	38	61 8 11	8 10 11	327 2 6	- -	- -	- -	1 8 1	328 10 7	136 5
Montgomery, Lower	15	29 2 8	4 7 8	215 2 8	- -	- -	- -	5 0 0	220 2 8	90 19
Montgomery, Upper	21	63 10 0	6 18 0	297 18 5	20 3 9	27 18 9	- -	0 5 0	346 5 11	72 1
Newtown, Lower*	27	53 4 4	11 12 5	372 9 4	0 9 4	- -	- -	- -	372 18 8	176 18
Newtown, Upper	17	75 12 5	- - -	331 6 4	- -	- -	- -	0 11 6	331 17 10	162 6
Pool, Upper	12	41 16 8	29 1 7	248 13 1	- -	- -	- -	4 5 5	252 18 6	139 15
Boroughs, &c.	12	24 9 0	23 3 10	449 16 8	6 15 6	5 17 6	- -	8 11 0	471 0 8	164 0
	286	717 12 2	125 19 4	4,039 1 10	153 12 9	121 19 4	1 11 6	31 9 9	4,347 15 2	1,740 5

* For the year ending March 1865.

COUNTY OF MERIONETH.

EXPENDITURE.								BALANCES, 25th March 1866.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 17 6	- - -	0 1 4	2 7 2	- -	- -	- -	0 8 0	24 16 8	- - -	1 19 4
31 0 0	1 6 9	5 9 9	20 16 6	- -	- -	- -	19 18 0	308 0 2	14 15 5	13 15 7
4 11 0	0 2 7	- - -	0 5 0	9 3 6	7 3 0	- -	0 8 7	45 1 7	5 15 6	0 15 7
4 5 0	- - -	2 2 11	7 0 0	- -	- -	102 11 10	19 1 8	153 14 3	10 10 3	—
—	—	—	—	—	—	—	—	—	—	—
2 8 4	- - -	0 12 0	8 0 0	- -	- -	- -	5 9 2	77 11 6	4 16 9	18 12 6
43 1 10	1 9 4	8 6 0	38 8 8	9 3 6	7 3 0	102 11 10	45 5 5	609 4 2	35 17 11	35 3 0

COUNTY OF MONTGOMERY.

53 4 2	20 4 2	1 2 0	3 0 0	- -	- -	- -	22 18 11	175 6 1	13 2 3	0 7 4
75 6 1	44 18 11	4 17 0	4 10 0	- -	- -	- -	15 4 5	282 9 4	67 4 0	6 7 1
66 1 2	71 6 1	22 6 2	0 2 7	45 16 5	12 6 4	1 18 9	53 15 7	576 12 3	129 7 0	23 9 0
57 1 10	12 11 10	10 15 7	- - -	- -	- -	62 0 0	4 12 3	219 3 1	61 16 8	1 15 11
64 19 3	11 3 6	9 9 5	- - -	76 16 6	75 16 9	17 0 0	30 15 11	348 7 1	40 19 6	1 9 1
69 11 2	19 9 5	7 12 9	20 11 0	3 11 3	- -	122 5 6	38 12 6	429 15 1	47 2 10	7 13 2
69 3 6	7 5 2	7 0 2	- - -	- -	- -	83 0 0	33 15 3	336 9 6	54 4 0	9 4 11
62 1 1	17 18 6	1 0 11	- - -	- -	- -	23 10 1	5 0 3	200 10 8	46 11 1	2 4 1
32 6 8	29 9 2	3 0 4	- - -	20 3 9	27 18 9	148 0 0	4 2 0	337 2 1	83 14 0	17 18 2
79 12 4	23 9 4	11 16 8	- - -	0 9 4	- -	92 7 0	33 7 5	418 0 4	27 0 0	30 9 9
41 13 7	40 13 3	5 6 3	3 10 0	- -	- -	97 0 0	6 11 10	357 1 10	53 11 9	3 3 4
31 6 3	58 11 11	3 3 4	- - -	- -	- -	22 10 0	11 13 10	267 0 8	38 4 3	39 11 4
91 8 5	17 16 7	97 0 7	15 15 6	6 15 6	5 17 6	33 7 4	19 7 1	451 9 2	43 14 0	22 17 4
93 15 6	374 17 10	184 11 2	47 9 1	153 12 9	121 19 4	702 18 8	279 17 3	4,399 7 2	706 11 4	166 10 6

ABSTRACT of the General Statements of the Receipts and Expenditure on account of the several Parishe
25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the Yea

ENGLAND.

Names of Counties.	No. of Districts.	No. of Returns.	Length of Highways	Balance, 31st December 1865. In Hand.	Balance, 31st December 1865. Overspent.	Receipts. Rates or Assessments.	Receipts. From Turnpike Trusts.	Receipts. Money Borrowed.	Receipts. Other Receipts.	Receipts. Total Receipts.	Manual Labour, including Contract Work.	Team Labour.
			M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bedfordshire	5	188	742 7	1,307 5 8	835 15 10	11,385 6 5	- - -	- - -	228 10 3	11,613 16 8	3,653 14 9	2,100 3
Berkshire	5	88	393 7	989 11 5	432 12 6	9,831 12 0	59 7 2	- - -	179 19 10	10,070 19 0	3,189 18 8	2,156 7
Buckinghamshire	-	-	—	—	—	—	—	—	—	—	—	—
Cambridgeshire	-	-	—	—	—	—	—	—	—	—	—	—
Cheshire	12	414	2,003 0	5,421 10 8	3,938 18 10	27,421 5 7	10 15 3	- - -	175 14 11	27,607 15 9	9,224 13 4	4,774 0
Cornwall	18	199	3,535 2	1,956 7 10	2,978 14 3	37,909 8 11	90 0 0	- - -	325 11 1	38,325 0 0	18,600 12 2	6,020 13 10
Cumberland	2	68	493 5	682 3 1	89 4 1	2,477 7 3	10 0 0	- - -	- - -	2,487 7 3	1,977 8 0	345 0 8
Derbyshire	1	16	66 7	400 12 2	6 10 11	1,174 14 2	- - -	- - -	45 15 6	1,220 9 8	726 13 0	323 5 2
Devonshire	25	426	6,131 1	3,628 4 2	3,231 10 5	46,476 6 1	342 2 8	300 0 0	108 7 10	47,226 16 7	29,127 17 9	3,081 10 5
Dorsetshire	9	298	1,885 3	1,810 0 11	2,497 15 0	22,236 13 9	45 12 9	- - -	262 0 5	22,544 6 11	8,019 2 9	4,861 17 10
Durham	10	269	1,244 4	2,454 2 5	2,101 1 3	25,018 5 9	- - -	30 0 0	362 11 10	25,410 17 7	11,427 10 3	3,957 16 11
Essex	2	49	326 4	857 8 3	49 8 2	4,352 3 2	- - -	- - -	84 13 8	4,436 16 10	884 2 6	924 14 7
Gloucestershire	18	299	1,996 6	3,521 16 7	2,305 0 10	29,881 18 9	145 14 3	- - -	96 6 6	30,123 19 6	11,891 7 1	5,963 9 0
Hampshire	23	312	3,145 4	4,878 13 5	766 8 6	18,727 8 2	15 0 0	- - -	268 10 9	19,010 18 11	7,476 0 1	4,496 2 1
Herefordshire	9	229	1,307 3	2,661 0 2	1,101 7 1	17,768 16 6	269 14 8	- - -	19 18 7	18,058 9 9	8,098 16 2	3,776 19 3
Hertfordshire	-	-	—	—	—	—	—	—	—	—	—	—
Huntingdonshire	5	100	398 2	1,551 13 0	520 15 8	9,516 5 0	- - -	- - -	167 0 7	9,683 5 7	2,776 9 3	1,949 11 8
Kent	17	375	3,672 6	7,020 3 7	3,352 7 0	56,612 19 7	264 3 7	400 0 0	724 16 7	58,001 19 9	21,679 18 9	10,343 17 7
Lancashire	9	121	1,164 2	2,881 16 1	2,167 12 6	30,518 1 3	127 15 6	- - -	156 14 3	30,802 11 0	10,307 16 7	5,219 1 11
Leicestershire	9	347	1,683 7	2,900 6 1	1,368 13 1	24,672 3 7	- - -	- - -	497 2 10	25,169 6 5	7,730 17 2	4,063 18 7
Lincolnshire	1	15	123 0	162 17 8	25 10 0	3,491 0 0	- - -	- - -	3 12 7	3,494 12 7	1,098 7 11	357 3 8
Middlesex	1	8	100 7	661 13 2	117 7 11	5,815 0 0	- - -	- - -	196 8 0	6,011 8 0	1,184 5 5	698 3 11
Monmouth	8	140	916 7	737 11 8	802 0 9	10,956 14 7	- - -	300 0 0	10 5 6	11,267 0 1	4,568 15 5	2,456 14 9
Norfolk	1	37	278 5	390 8 8	46 15 10	904 0 0	- - -	- - -	2 10 0	906 10 0	654 7 5	427 17 9
Northampton	10	322	1,410 5	3,115 19 7	2,038 10 11	33,772 14 8	- - -	300 0 0	161 16 3	34,234 10 11	12,156 6 10	5,470 3 10
Northumberland	4	321	1,366 1	1,355 14 8	1,291 19 4	13,743 16 10	- - -	- - -	212 19 2	13,956 16 0	5,536 2 0	1,655 13 8
Nottinghamshire	8	286	1,299 7	3,108 2 1	1,791 19 10	20,127 12 10	250 13 1	- - -	94 10 0	20,472 15 11	8,198 9 4	3,416 4 8
Oxfordshire	9	307	1,307 5	5,509 18 5	1,349 16 7	23,744 16 1	246 7 8	- - -	387 9 10	24,378 13 7	14,482 18 11	2,482 14 8
Rutlandshire	-	-	—	—	—	—	—	—	—	—	—	—
Shropshire	12	226	2,300 0	1,965 0 5	1,526 5 1	19,587 15 11	- - -	- - -	79 13 7	19,667 9 6	8,962 12 1	2,940 12 0
Somersetshire	19	487	3,756 2	5,222 10 10	2,621 12 9	47,552 3 11	555 16 2	500 0 0	529 7 10	49,137 7 11	18,537 14 11	5,892 14 5
Staffordshire	1	17	89 7	119 0 11	49 10 3	871 0 0	- - -	- - -	- - -	871 0 0	355 8 11	84 17 6
Suffolk	5	208	1,311 3	1,699 19 3	700 1 6	10,348 5 0	111 8 6	380 0 0	177 10 4	11,017 3 10	4,450 17 9	1,060 6 9
Surrey	11	122	1,405 2	3,312 13 6	1,451 15 3	25,936 1	130 0 0	500 0 0	773 0 7	27,339 3 8	8,697 13 4	4,998 9 5
Sussex	2	36	366 0	1,185 3 9	87 5 9	7,691 0 0	28 12 8	1,000 0 0	2 5 0	8,721 17 8	2,577 15 0	2,318 16 9
Warwickshire	4	78	444 2	618 1 0	202 18 5	5,382 7 7	45 0 0	- - -	281 0 8	5,708 8 3	2,414 5 5	944 8 8
Westmorland	-	-	—	—	—	—	—	—	—	—	—	—
Wiltshire	13	335	2,345 5	2,428 14 4	3,876 14 8	32,537 4 1	623 13 9	1,200 0 0	696 16 9	35,057 14 7	13,060 1 11	6,165 4 10
Worcestershire	8	171	1 001 6	1,970 10 6	600 3 7	13,760 5 11	- - -	1,005 0 0	89 4 0	14,854 9 11	5,178 9 11	3,095 8 7
Yorkshire	4	138	989 3	681 12 6	1,675 12 2	19,366 0 0	119 3 2	100 0 0	431 5 0	20,016 8 2	10,943 11 9	2,400 5 2

NORTH WALES.

Names of Counties.	No. of Districts.	No. of Returns.	Length of Highways	Balance, 31st December 1865. In Hand.	Balance, 31st December 1865. Overspent.	Receipts. Rates or Assessments.	Receipts. From Turnpike Trusts.	Receipts. Money Borrowed.	Receipts. Other Receipts.	Receipts. Total Receipts.	Manual Labour, including Contract Work.	Team Labour.
Anglesey	-	-	—	—	—	—	—	—	—	—	—	—
Carnarvonshire	-	-	—	—	—	—	—	—	—	—	—	—
Denbighshire	5	73	1,069 5	996 11 5	356 5 3	6,300 7 7	—	—	15 3 8	6,315 11 3	3,613 4 6	975 19 7
Flintshire	-	-	—	—	—	—	—	—	—	—	—	—
Merionethshire	-	-	—	—	—	—	—	—	—	—	—	—
Montgomeryshire	-	-	—	—	—	—	—	—	—	—	—	—
Total	305	7,075	52,079 6	80,164 13 10	48,356 1 9	677,869 4 0	3,491 0 10	6,015 0 0	7,848 14 2	695,223 19 0	283,464 7 0	112,200 11 9

c. in ENGLAND and NORTH WALES, so far as the same are included in the DISTRICTS formed under the Acts ding 31st December 1866, pursuant to the 28th Section of the 25th & 26th Victoria, Cap. 61.

ENGLAND.

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Average Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
4,249 5 9	780 0 8	- - -	1,306 9 2	69 14 6	- - -	- - -	126 12 0	12,286 0 7	1,198 10 8	1,399 4 9	—	—	-
2,902 7 8	380 18 1	- - -	752 15 11	499 14 4	- - -	- - -	74 8 6	9,956 10 4	1,114 16 9	443 9 2	—	—	-
—	—	—	—	—	—	—	—	—	—	—	—	—	-
—	—	—	—	—	—	—	—	—	—	—	—	—	-
7,314 4 5	675 1 2	100 0 0	3,485 11 2	121 14 1	- - -	- - -	217 6 1	25,912 11 0	5,786 3 10	2,608 7 3	—	—	-
3,414 6 11	943 18 0	657 15 0	2,879 19 6	212 12 8	15 0 7	- - -	384 3 5	36,129 2 1	2,683 19 5	1,510 7 11	—	—	-
245 7 2	10 17 9	- - -	276 17 6	122 18 0	- - -	- - -	- - -	2,978 9 1	270 8 5	168 11 3	—	—	-
291 4 9	131 5 3	- - -	89 19 3	- - -	- - -	- - -	- - -	1,562 7 5	231 1 0	178 17 6	—	—	-
5,906 1 4	2,127 12 2	1,071 14 4	4,214 17 4	695 14 4	- - -	- - -	602 0 5	46,827 8 1	3,667 12 4	2,871 10 1	300 0 0	—	-
2,879 4 2	1,214 6 11	465 0 7	1,991 15 2	436 1 3	- - -	- - -	300 14 3	20,168 2 11	3,270 1 10	1,581 11 11	—	—	-
5,927 2 9	584 19 7	586 2 9	2,246 2 5	120 2 10	11 8 3	12 0 0	295 1 6	25,168 7 3	1,909 4 11	1,313 13 5	228 0 0	—	5
1,601 3 1	291 17 5	- - -	451 2 8	- - -	- - -	- - -	223 4 3	4,376 4 6	1,026 1 9	157 9 4	—	—	-
3,715 16 5	961 4 0	115 10 0	3,066 17 3	813 9 8	- - -	- - -	123 9 9	29,651 3 2	3,916 2 7	2,226 10 6	—	—	-
2,528 16 9	1,623 0 3	45 0 0	3,188 10 10	144 2 6	- - -	- - -	363 19 3	19,865 11 9	4,223 12 4	966 0 3	—	—	-
3,330 17 7	398 12 10	- - -	1,585 7 5	315 12 4	- - -	- - -	118 8 0	17,624 13 7	2,628 10 3	635 1 0	—	—	-
—	—	—	—	—	—	—	—	—	—	—	—	—	-
3,215 16 6	451 1 1	- - -	764 14 1	129 19 0	- - -	- - -	74 1 0	9,361 12 7	1,742 16 3	390 5 11	—	—	-
5,384 17 1	2,626 5 5	747 5 2	5,242 6 1	676 4 1	25 0 0	25 0 0	628 1 11	57,378 16 1	7,668 2 2	3,377 1 11	875 0 0	—	5
1,541 12 9	1,045 3 1	- - -	2,045 4 2	31 10 0	- - -	- - -	843 13 2	31,034 1 8	2,784 13 7	2,302 6 8	—	—	-
9,419 16 4	1,686 17 7	10 0 0	2,344 13 5	- - -	- - -	- - -	344 14 1	25,600 17 2	2,663 5 7	1,563 3 4	—	—	-
1,735 0 7	52 3 5	- - -	168 1 3	- - -	- - -	- - -	31 17 8	3,442 14 6	381 8 1	192 2 4	—	—	-
1,935 13 5	734 4 8	940 15 6	317 19 1	- - -	45 0 0	180 0 0	62 17 8	6,098 19 8	940 10 11	483 17 4	720 0 0	—	5
943 11 10	432 4 7	736 18 1	1,210 7 11	181 6 7	8 5 0	- - -	126 10 8	10,664 14 10	1,394 7 9	856 11 7	300 0 0	—	5
226 4 6	65 16 4	- - -	338 1 1	- - -	- - -	- - -	- - -	1,712 7 1	59 8 0	521 12 3	—	—	-
0,675 9 1	2,287 4 3	746 9 7	2,671 16 6	851 15 2	- - -	- - -	216 15 8	35,076 0 11	2,837 1 11	2,601 3 3	300 0 0	—	5
3,736 8 11	161 16 4	115 15 10	955 17 8	980 1 10	- - -	- - -	156 10 2	13,298 6 5	1,876 13 9	1,154 8 10	—	—	-
5,035 11 3	1,300 0 6	84 18 6	1,506 13 6	483 17 7	- - -	- - -	331 6 6	20,357 1 10	3,514 1 7	2,082 5 3	—	—	-
3,263 13 0	600 1 6	20 0 0	1,961 11 9	316 6 1	- - -	- - -	117 13 8	23,244 19 7	5,932 1 6	638 5 8	—	—	-
—	—	—	—	—	—	—	—	—	—	—	—	—	-
2,871 19 10	440 19 2	215 8 10	2,268 6 2	919 10 2	20 0 0	40 0 0	100 2 1	18,809 10 4	2,272 6 0	975 11 6	360 0 0	—	5
4,224 0 9	2,140 8 4	1,038 6 8	4,585 12 8	843 0 0	12 10 0	41 13 4	493 6 1	47,809 7 2	6,234 0 9	2,305 1 11	458 6 8	—	5½
166 7 8	- - -	- - -	199 3 4	- - -	- - -	- - -	3 11 0	809 8 5	187 17 3	56 15 0	—	—	-
2,391 18 2	730 3 7	358 12 2	1,458 16 0	- - -	- - -	- - -	168 6 11	10,619 1 4	1,816 9 11	418 9 8	380 0 0	—	5
9,054 2 5	2,391 18 4	765 10 0	2,902 4 1	210 2 5	36 17 6	- - -	529 16 10	29,586 14 4	2,271 4 2	2,657 16 7	1,000 0 0	—	5
1,560 13 8	365 4 10	241 19 0	595 18 5	395 18 5	- - -	- - -	25 17 8	8,082 3 9	1,795 15 11	58 4 0	1,000 0 0	—	5
929 12 1	188 5 0	91 6 1	645 19 6	195 6 10	- - -	- - -	40 2 7	5,449 6 2	1,010 7 5	336 2 9	—	—	-
—	—	—	—	—	—	—	—	—	—	—	—	—	-
7,862 14 8	1,078 1 10	236 0 10	3,305 3 0	473 7 9	16 5 0	58 0 0	436 4 4	32,741 4 2	3,922 4 3	3,053 14 2	1,467 0 0	—	5
3,901 14 7	468 9 7	1,151 13 6	1,624 1 3	250 4 8	19 0 0	- - -	87 4 3	14,846 6 4	2,281 4 10	902 14 4	1,005 0 0	15 0 0	5½
3,373 18 7	253 3 4	426 1 1	1,104 8 4	224 7 6	- - -	- - -	241 7 7	18,967 3 4	2,258 19 3	2,203 14 1	100 0 0	—	5

NORTH WALES.

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—	—	—	—	—	—	—	—	—	—	—	—	—	-
402 12 11	73 18 3	122 13 3	905 15 11	172 6 2	- - -	- - -	91 14 8	6,358 5 3	1,056 15 7	459 3 5	—	—	-
—	—	—	—	—	—	—	—	—	—	—	—	—	-
—	—	—	—	—	—	—	—	—	—	—	—	—	-
—	—	—	—	—	—	—	—	—	—	—	—	—	-
63,259 9 4	29,667 5 1	11,170 16 9	64,659 0 9	10,887 0 9	209 6 4	356 13 4	7,981 3 7	683,855 14 8	88,828 2 6	45,651 6 1	8,493 6 8	15 0 0	-

ENGLAND.

COUNTY OF BEDFORD.

NAME OF DISTRICT.	Returns.	Length of Highways	BALANCE, 31st December 1865. In Hand.	BALANCE, 31st December 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Money Borrowed.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour, including Contract Work.	Team Labour
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Bedford	23	134 4	223 12 7	113 16 4	1,556 15 0	- - -	- - -	14 5 0	1,571 0 0	422 8 10	358 3
Biggleswade	34	122 3	488 15 6	56 5 11	1,664 10 0	- - -	- - -	42 14 0	1,707 4 0	634 15 4	354 16
Bletsoe	26	108 2	56 13 11	177 11 11	1,780 1 5	- - -	- - -	- - -	1,780 1 5	642 13 5	323 17
Luton	20	171 6	354 11 3	202 13 3	2,746 0 0	- - -	- - -	115 7 10	2,861 7 10	908 17 6	284 12
Woburn	35	206 0	183 12 5	285 8 5	3,638 0 0	- - -	- - -	56 3 5	3,694 3 5	1,044 19 8	778 13
	138	742 7	1,307 5 8	835 15 10	11,385 6 5	- - -	- - -	228 10 3	11,613 16 8	3,653 14 9	2,100 3

COUNTY OF BERKS.

Abingdon	31	83 0	164 5 5	194 15 2	2,043 5 0	- - -	- - -	36 14 7	2,079 19 7	995 18 5	505 15
Easthampstead	4	72 0	7 0 5	5 8 7	799 0 0	4 3 4	- - -	6 18 0	810 1 4	244 19 1	205 8
Faringdon	25	114 2	472 15 4	- - -	4,095 7 0	55 3 10	- - -	69 11 4	4,220 2 2	1,066 11 2	570 5
Ilsley	10	68 0	105 6 4	37 5 4	760 0 0	- - -	- - -	2 16 0	762 16 0	391 17 1	132 13
Wantage	18	61 5	239 14 11	195 3 5	2,134 0 0	- - -	- - -	63 19 11	2,197 19 11	490 12 11	742 4
	88	398 7	989 11 5	432 12 6	9,831 12 0	59 7 2	- - -	179 19 10	10,070 19 0	3,189 18 8	2,156 7

COUNTY OF CHESTER.

Audlem	17	130 6	277 4 6	123 10 0	1,120 2 6	- - -	- - -	15 0 0	1,135 2 6	456 1 3	96 11
Broxton, East	47	130 2	487 8 4	61 12 7	720 16 0	- - -	- - -	15 0 0	735 16 0	345 8 3	216 13
Broxton, West	33	79 3	205 7 7	242 14 4	892 0 0	- - -	- - -	- - -	892 0 0	194 8 10	93 12
Bucklow, East	35	258 5	836 5 5	361 2 7	4,464 0 0	- - -	- - -	30 11 6	4,494 11 6	1,471 3 8	614 19
Daresbury	33	140 3	368 5 10	234 11 2	2,278 18 1	- - -	- - -	0 9 6	2,279 7 7	544 10 11	270 7
Eddisbury, East	21	103 2	325 9 8	17 4 11	919 5 0	- - -	- - -	- - -	919 5 0	339 8 4	165 11
Eddisbury, West	34	157 0	647 8 11	135 19 5	1,666 10 0	- - -	- - -	- - -	1,666 10 0	766 14 2	260 4
Nantwich	10	129 4	132 3 6	37 7 2	1,338 13 11	- - -	- - -	15 0 0	1,348 13 11	359 11 7	189 9
Northwich	60	259 3	244 18 9	1,325 8 2	3,510 15 0	- - -	- - -	35 15 0	3,546 10 0	1,220 19 7	353 1
Prestbury	42	300 1	740 15 7	371 1 3	3,810 10 0	- - -	- - -	- - -	3,810 10 0	1,190 2 8	1,171 0 1
Stockport and Hyde	22	139 0	407 11 5	215 14 6	3,100 0 0	10 15 3	- - -	63 16 5	3,174 11 8	1,018 4 9	657 19
Wirral	60	175 3	748 11 2	812 12 9	3,604 15 1	- - -	- - -	0 2 6	3,604 17 7	1,317 19 4	684 10
	414	2,095 0	5,421 10 8	3,938 18 10	27,421 5 7	10 15 3	- - -	175 14 11	27,607 15 9	9,222 13 4	4,774 0

COUNTY OF CORNWALL.

Callington	11	307 0	178 11 7	81 15 8	3,859 0 0	- - -	- - -	66 17 6	3,925 17 6	1,778 2 4	773 9
Camborne	9	157 5	89 6 9	515 5 8	2,958 4 6	- - -	- - -	35 13 0	2,993 17 6	1,489 2 4	140 6
Camelford	16	*203 0	15 17 7	169 15 11	1,653 10 0	- - -	- - -	- - -	1,653 10 0	765 8 11	135 17
Falmouth	9	157 2	14 5 9	136 15 7	2,101 0 0	- - -	- - -	4 13 3	2,105 13 3	651 0 8	361 11
Helston, North	4	160 0	268 19 2	- - -	1,561 0 0	- - -	- - -	20 8 0	1,581 8 0	1,049 0 0	426 18
Helston, South	12	158 0	39 8 9	60 17 6	1,057 10 0	- - -	- - -	4 13 4	1,062 3 4	257 6 11	76 5
Launceston	15	183 4	96 2 7	85 4 1	1,151 17 0	- - -	- - -	1 19 9	1,153 16 9	348 4 7	184 0 10
Liskeard	11	236 4	154 13 9	397 7 9	2,698 0 0	- - -	- - -	1 13 4	2,699 13 4	2,073 5 6	72 19
Penzance	9	85 2	46 18 9	73 0 3	1,048 0 0	- - -	- - -	- - -	1,048 0 0	520 11 11	160 9
Powder, West	9	259 0	93 18 3	103 14 3	2,183 17 10	- - -	- - -	2 16 10	2,186 14 8	1,037 3 2	272 4

* Estimated.

ENGLAND.

COUNTY OF BEDFORD.

EXPENDITURE.									BALANCE, 31st December, 1866.		DEBTS.		Rate of Interest per Cent.
ls.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
8	152 10 4	- - -	261 2 8	- - -	- - -	- - -	9 3 4	1,843 2 11	75 10 11	237 17 7	—	—	-
6	169 12 8	- - -	285 1 0	23 4 6	- - -	- - -	85 15 0	1,857 18 10	357 10 1	75 15 4	—	—	-
8	82 1 4	- - -	203 4 3	46 10 0	- - -	- - -	- - -	2,120 16 5	19 17 2	481 10 2	—	—	-
5	113 3 8	- - -	267 1 2	- - -	- - -	- - -	11 8 6	2,978 13 1	435 12 1	400 19 4	—	—	-
6	262 12 8	- - -	290 0 1	- - -	- - -	- - -	20 5 2	3,485 9 4	310 0 5	203 2 4	—	—	-
9	780 0 8	- - -	1,306 9 2	69 14 6	- - -	- - -	126 12 0	12,286 0 7	1,198 10 8	1,399 4 9	—	—	-

COUNTY OF BERKS.

2	69 5 3	- - -	199 14 4	22 16 10	- - -	- - -	1 13 0	2,145 4 3	150 10 7	246 5 0	—	—	-
0	24 5 0	- - -	101 0 2	- - -	- - -	- - -	- - -	716 14 8	95 7 6	—	—	—	-
11	183 10 11	- - -	229 2 5	337 17 6	- - -	- - -	3 9 6	4,136 15 8	556 1 10	—	—	—	-
0	33 8 0	- - -	84 7 2	- - -	- - -	- - -	5 15 0	729 11 1	139 18 0	38 12 1	—	—	-
7	70 8 11	- - -	138 11 10	139 0 0	- - -	- - -	63 11 0	2,228 4 8	172 18 10	158 12 1	—	—	-
8	380 18 1	- - -	752 15 11	499 14 4	- - -	- - -	74 8 6	9,956 10 4	1,114 16 9	443 9 2	—	—	-

COUNTY OF CHESTER.

4	24 16 5	- - -	144 8 2	- - -	- - -	- - -	- - -	1,138 1 5	318 13 1	167 17 6	—	—	-
0	60 5 4	- - -	192 0 5	- - -	- - -	- - -	1 13 7	1,031 15 4	286 4 8	156 8 3	—	—	-
8	- - -	- - -	207 13 7	- - -	- - -	- - -	1 0 0	653 10 2	277 10 5	76 7 4	—	—	-
1	198 6 4	- - -	328 3 2	- - -	- - -	- - -	22 19 3	4,120 17 10	1,053 19 0	205 2 6	—	—	-
6	23 4 2	100 0 0	246 6 8	71 0 0	- - -	- - -	5 9 0	1,990 13 10	492 4 7	69 16 2	—	—	-
2	23 2 3	- - -	170 17 1	- - -	- - -	- - -	12 2 4	917 16 3	348 16 3	39 2 9	—	—	-
4	- - -	- - -	308 5 7	- - -	- - -	- - -	100 16 0	2,093 2 3	264 13 3	179 16 0	—	—	-
7	17 13 0	- - -	208 15 10	- - -	- - -	- - -	- - -	1,168 11 5	274 18 10	- - -	—	—	-
9	186 11 7	- - -	305 14 4	- - -	- - -	- - -	46 17 5	2,753 1 1	311 10 7	598 11 1	—	—	-
9	78 5 2	- - -	614 2 7	- - -	- - -	- - -	4 5 0	3,646 1 0	922 6 10	388 3 6	—	—	
8	51 6 10	- - -	301 15 6	8 15 2	- - -	- - -	20 16 6	3,048 16 8	381 17 10	64 5 11	—	—	-
0	11 10 1	- - -	457 8 3	41 18 11	- - -	- - -	1 7 0	3,350 3 9	853 8 6	662 16 3	—	—	-
5	675 1 2	100 0 0	3,485 11 2	121 14 1	- - -	- - -	217 6 1	25,912 11 0	5,786 3 10	2,608 7 3	—	—	-

COUNTY OF CORNWALL.

5	39 16 1	575 5 0	167 0 0	- - -	- - -	- - -	139 11 10	3,773 19 5	319 0 2	70 6 2	—	—	-
10	20 7 3	- - -	193 4 0	- - -	15 0 7	- - -	19 0 6	2,757 6 0	181 15 5	371 2 10	—	—	-
7	18 16 0	- - -	138 2 1	- - -	- - -	- - -	27 6 0	1,393 3 11	139 11 9	33 4 0	—	—	-
4	47 6 0	- - -	200 10 0	- - -	- - -	- - -	5 9 9	1,847 4 4	225 1 3	89 2 2	—	—	-
2	35 18 5	- - -	119 7 0	- - -	- - -	- - -	- - -	1,722 0 8	128 6 6	—	—	—	-
11	36 10 11	- - -	112 12 4	- - -	- - -	- - -	19 2 5	1,042 19 6	58 18 6	61 3 5	—	—	-
2	18 5 4	- - -	111 12 0	- - -	- - -	- - -	24 5 7	1,283 7 6	31 15 10	150 8 1	—	—	-
9	36 0 5	- - -	169 9 8	- - -	- - -	- - -	9 4 0	2,411 1 4	159 10 8	113 12 8	—	—	-
7	12 6 7	- - -	169 11 10	44 0 0	- - -	- - -	0 10 0	991 15 2	57 4 6	27 1 2	—	—	-
1	61 4 7	- - -	184 0 11	- - -	- - -	- - -	- - -	2,078 2 4	112 10 4	13 14 0	—	—	-

COUNTY OF CORNWALL—*continued.*

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1865.		RECEIPTS.					
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
St. Austell - - - 8	182 0	256 17 11	101 18 0	3,706 0 0	- - -	- - -	136 12 9	3,842 12 9	2,087 4 6
St. Columb - - - 17	392 0	347 4 2	368 10 8	3,854 17 6	- - -	- - -	6 3 0	3,861 0 6	1,866 19 1
St. Germans - - - 11	189 4	45 18 8	247 18 10	2,508 0 0	90 0 0	- - -	14 0 0	2,612 0 0	710 6 5
Stratton - - - 11	170 7	41 16 10	150 8 11	1,836 10 0	- - -	- - -	25 11 3	1,912 1 3	1,019 15 7
Trecan Gate - - - 10	202 0	19 1 9	39 11 8	1,285 0 0	- - -	- - -	- - -	1,285 0 0	661 19 4
Tregony - - - - 16	120 6	231 17 3	77 11 4	998 2 1	- - -	- - -	2 0 7	1,000 2 8	490 9 8
Trigg - - - - 13	261 0	12 16 3	246 18 8	2,015 0 0	- - -	- - -	- - -	2,015 0 0	1,087 14 5
Tywardreath - - - 8	*110 0	2 12 1	121 19 6	1,384 0 0	- - -	- - -	2 8 6	1,386 8 6	706 16 10
199	3,535 2	1,956 7 10	2,978 14 3	37,909 8 11	90 0 0	- - -	325 11 1	38,325 0 0	18,600 12 2

COUNTY OF CUMBERLAND.

Alston - - - 2	40 0	26 7 3	3 4 10	309 3 6	- - -	- - -	- - -	309 3 6	137 12 7
Leath Ward - - - 66	453 5	655 15 10	85 19 3	2,168 3 9	10 0 0	- - -	- - -	2,178 3 9	1,839 15 5
68	493 5	682 3 1	89 4 1	2,477 7 3	10 0 0	- - -	- - -	2,487 7 3	1,977 8 0

COUNTY OF DERBY.

Swadlincote - - - 16	66 7	400 12 2	6 10 11	1,174 14 2	- - -	- - -	45 15 6	1,220 9 8	726 13 0

COUNTY OF DEVON.

Ashburton - - - 10	239 0	8 12 10	82 12 11	1,407 0 0	- - -	- - -	- - -	1,407 0 0	849 13 9
Axminster - - - 13	207 5	21 12 3	450 19 4	1,623 15 0	- - -	- - -	5 12 0	1,629 7 0	973 13 1
Barnstaple - - - 15	238 6	252 18 7	64 3 5	1,814 0 0	55 11 0	- - -	5 10 0	1,875 1 0	845 11 1
Bideford - - - - 16	247 5	156 11 2	54 15 4	1,807 10 0	10 3 0	- - -	3 1 2	1,820 14 2	1,056 8 11
Chulmleigh - - - 20	265 6	198 3 6	177 14 11	2,300 10 0	61 10 0	300 0 0	2 14 3	2,664 14 3	682 1 4
Crediton - - - 20	220 0	55 11 9	32 18 7	2,361 0 0	25 9 7	- - -	14 3 1	2,400 12 8	1,896 12 0
Crockernwell - - - 14	276 5	267 18 7	- - -	1,799 10 0	- - -	- - -	1 8 6	1,800 18 6	1,516 15 2
Cullompton - - 16	327 0	345 18 1	29 1 8	1,774 15 6	87 18 3	- - -	18 14 9	1,881 8 6	1,702 0 1
Ermington and Plympton - 18	331 2	49 10 1	108 17 0	2,772 0 0	- - -	- - -	0 8 3	2,772 8 3	2,358 17 4
Great Torrington - - 19	226 4	306 2 11	18 9 9	1,581 0 0	15 1 6	- - -	0 10 0	1,596 11 6	1,312 19 0
Hatherleigh - - - 17	208 4	91 17 8	78 5 6	2,054 10 0	- - -	- - -	0 16 6	2,055 6 6	1,538 7 4
Holsworthy - - - 21	272 2	156 5 9	184 7 7	2,093 0 0	- - -	- - -	12 6 0	2,105 6 0	595 10 6
Honiton - - - - 19	227 6	342 9 2	16 0 10	1,552 3 4	- - -	- - -	- - -	1,552 3 4	1,377 17 9
Ilfracombe - - - 21	244 2	72 19 4	108 13 1	1,289 0 0	27 15 0	- - -	0 17 0	1,317 12 0	968 9 9
Kingsbridge - - - 21	281 4	54 19 6	160 18 6	2,477 0 0	- - -	- - -	- - -	2,477 0 0	1,330 17 5
Lifton - - - - 18	248 0	75 19 1	201 7 4	2,193 7 4	- - -	- - -	7 18 0	2,201 5 4	602 13 9
Midland Roborough - 11	176 0	80 6 8	185 11 3	1,968 0 0	- - -	- - -	- - -	1,968 0 0	904 0 9
Newton Abbot - - - 22	315 1	209 15 3	92 10 11	1,700 18 2	- - -	- - -	7 16 5	1,708 14 7	405 7 2
Ottery - - - - 9	97 6	57 1 2	31 4 3	625 1 0	- - -	- - -	- - -	625 1 0	443 10 9
Southmolton - - - 20	293 7	14 0 4	452 4 5	2,318 0 0	30 11 10	- - -	5 2 2	2,353 14 0	1,211 0 1
Tavistock - - - 11	267 0	28 4 11	130 15 5	1,964 0 0	- - -	- - -	0 15 7	1,964 15 7	1,093 11 0
Tiverton - - - - 19	‡275 4	133 13 7	189 11 6	1,903 0 0	28 2 6	- - -	16 1 8	1,947 4 2	1,169 19 3
Totnes - - - 13	220 2	69 10 1	213 16 8	1,939 0 0	- - -	- - -	0 2 6	1,939 2 6	1,306 2 4
Wonford - - - 30	268 5	374 0 0	146 3 10	2,315 7 7	- - -	- - -	4 10 0	2,319 17 7	2,150 15 10
Woodbury - - - 13	154 5	204 1 11	20 6 5	842 18 2	- - -	- - -	- - -	842 18 2	835 2 4
426	6,131 1	3,628 4 2	3,231 10 5	46,476 6 1	342 2 8	300 0 0	108 7 10	47,226 16 7	29,127 17 9

* Estimated. † Payable by annuity for 20 years. ‡ Including 47 miles 4 furlongs 19 perches of turnpike road repaired by the Board.

COUNTY OF CORNWALL—*continued.*

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Rate of Interest per Cent.
ls.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
4 10	71 7 5	82 10 0	192 15 10	168 12 8	- - -	- - -	26 4 6	3,906 19 1	242 4 0	151 10 5	—	—	-
5 7	100 15 10	- - -	197 0 10	- - -	- - -	- - -	9 0 6	3,567 12 7	344 13 8	72 12 3	—	—	-
5 7	270 2 11	- - -	159 11 10	- - -	- - -	- - -	1 7 5	2,146 19 1	298 14 9	35 14 0	—	—	-
1 4	33 1 10	- - -	129 5 6	- - -	- - -	- - -	86 7 5	1,686 4 1	230 19 10	113 14 9	—	—	-
3 2	30 12 1	- - -	133 15 3	- - -	- - -	- - -	- - -	1,255 16 5	24 2 5	15 8 9	—	—	-
0 3	68 18 0	- - -	169 1 4	- - -	- - -	- - -	16 13 6	1,159 10 11	40 0 2	45 2 6	—	—	-
7 2	25 4 3	- - -	177 2 10	- - -	- - -	- - -	- - -	1,876 5 7	43 8 9	138 16 9	—	—	-
4 2	17 4 1	- - -	155 16 3	- - -	- - -	- - -	- - -	1,228 14 2	46 0 11	7 14 0	—	—	-
6 11	943 18 0	657 15 0	2,879 19 6	212 12 8	15 0 7	- - -	384 3 5	36,129 2 1	2,683 19 5	1,510 7 11	—	—	-

COUNTY OF CUMBERLAND.

3 0	0 1 6	- - -	43 0 8	78 15 0	- - -	- - -	- - -	271 6 1	60 19 10	- - -	—	—	-
4 2	10 16 3	- - -	233 16 10	44 3 0	- - -	- - -	- - -	2,707 3 0	209 8 7	168 11 3	—	—	-
7 2	10 17 9	- - -	276 17 6	122 18 0	- - -	- -	- - -	2,978 9 1	270 8 5	168 11 3	—	—	-

COUNTY OF DERBY.

4 9	131 5 3	- - -	89 19 3	- - -	- - -	- - -	- - -	1,562 7 5	231 1 0	178 17 6	—	—	-

COUNTY OF DEVON.

14 3	17 7 9	- - -	155 16 2	- - -	- - -	- - -	153 16 8	1,398 5 7	25 1 2	90 6 10	—	—	-
-	118 9 4	- - -	139 14 5	- - -	- - -	- - -	- - -	1,231 16 10	32 2 10	63 19 9	—	—	-
9 8	46 12 8	- - -	139 17 3	21 7 6	- - -	- - -	41 13 0	1,610 1 2	541 6 9	87 11 9	—	—	-
14 5	43 8 1	- - -	151 19 0	20 8 0	- - -	- - -	0 1 0	1,608 3 5	323 3 11	8 17 4	—	—	-
6 2	149 12 1	689 15 6	155 15 11	144 10 6	- - -	- - -	- - -	2,779 1 6	165 2 5	259 1 1	†300 0 0	—	†-
-	- - -	279 2 6	152 18 2	21 12 6	- - -	- - -	11 19 1	2,362 4 3	81 12 5	20 10 10	—	—	-
-	50 2 4	35 10 0	155 12 0	- - -	- - -	- - -	0 19 7	1,758 19 1	315 5 4	5 7 4	—	—	-
2 1	120 13 5	- - -	171 16 7	- - -	- - -	- - -	27 19 2	2,150 5 7	139 9 6	91 10 2	—	—	-
12 1	39 16 9	- - -	216 2 5	- - -	- - -	- - -	- - -	2,740 11 7	124 12 3	152 2 6	—	—	-
16 0	13 16 10	- - -	153 15 0	274 12 8	- - -	- -	18 12 6	1,878 2 5	183 9 4	177 7 1	—	—	-
11 9	246 14 11	- - -	141 0 8	19 8 0	- - -	- - -	- - -	2,038 2 8	70 12 6	39 16 6	—	—	-
12 8	70 4 5	- - -	99 16 0	- - -	- - -	- - -	32 3 11	1,910 7 1	282 14 1	115 17 0	—	—	-
-	86 19 7	- - -	172 2 2	- - -	- - -	- - -	- - -	1,636 19 6	256 11 7	14 19 5	—	—	-
6 3	95 12 3	- - -	152 9 5	- - -	- - -	- - -	37 9 9	1,448 4 2	77 18 4	244 4 3	—	—	
15 2	135 12 2	- - -	405 12 3	- - -	- - -	- - -	15 0 0	2,427 0 11	50 14 4	106 14 3	—	—	-
11 5	67 4 9	- - -	204 7 9	- - -	- - -	- - -	35 14 3	2,132 2 10	103 19 9	160 5 6	—	—	-
18 4	3 12 8	- - -	209 5 0	- - -	- - -	- - -	178 17 6	1,890 8 2	155 8 7	183 1 4	—	—	-
9 4	161 8 4	- - -	175 9 2	60 18 2	- - -	- - -	- - -	1,962 13 7	147 16 0	284 10 8	—	—	-
-	44 7 7	67 6 4	85 6 1	- - -	- - -	- - -	22 18 8	663 9 5	29 16 3	42 7 9	—	—	-
4 1	71 6 11	- - -	149 10 10	56 16 1	- - -	- - -	- - -	1,864 17 11	127 2 8	76 10 8	—	—	-
15 7	65 9 2	- - -	209 19 11	- - -	- - -	- - -	4 2 6	1,952 14 6	27 6 11	117 16 4	—	—	-
18 11	57 19 5	- - -	151 14 2	- - -	- - -	- - -	19 8 10	1,921 13 5	95 13 6	126 0 8	—	—	-
3 2	110 1 11	- - -	154 18 0	- - -	- - -	- - -	1 4 0	1,778 5 7	35 10 9	19 0 5	—	—	-
-	145 0 10	- - -	168 18 4	76 0 11	- - -	- - -	- - -	2,540 15 11	267 17 4	260 19 6	—	—	-
-	165 18 0	- - -	141 0 8	- - -	- - -	- - -	- - -	1,142 1 0	7 3 10	122 11 2	—	—	-
1 4	2,127 12 2	1,071 14 4	4,214 17 4	695 14 4	- - -	- - -	602 0 5	46,827 8 1	3,667 12 4	2,871 10 1	300 0 0	—	-

COUNTY OF DORSET.

NAME OF DISTRICT.	Returns.	Length of Highways M. F.	Balance, 31st December 1865. In Hand. £ s. d.	Balance, 31st December 1865. Overspent. £ s. d.	Receipts. Rates or Assessments. £ s. d.	Receipts. From Turnpike Trusts. £ s. d.	Receipts. Money Borrowed. £ s. d.	Receipts. Other Receipts. £ s. d.	Receipts. Total Receipts. £ s. d.	Manual Labour, including Contract Work. £ s. d.	T La £
Blandford	31	107 4	107 17 0	110 3 8	923 13 6	- - -	- - -	- - -	923 13 6	484 13 9	14
Bridport	46	*366 7	425 8 8	302 8 4	4,327 0 10	- - -	- - -	45 0 0	4,372 0 10	1,466 6 9	91
Cerne	25	122 6	192 13 10	14 2 2	1,320 3 7	- - -	- - -	6 1 0	1,326 4 7	634 9 2	21
Dorchester	63	422 2	487 12 10	602 14 0	5,061 12 1	- - -	- - -	1 1 9	5,062 13 10	1,448 15 5	1,01
Shaftesbury	24	181 3	9 9 11	767 17 0	3,686 10 0	- - -	- - -	86 8 6	3,772 18 6	1,222 12 10	99
Sherborne	26	147 1	251 2 4	80 7 10	1,039 18 0	- - -	- - -	25 12 9	1,065 10 9	509 17 0	16
Sturminster	21	144 0	59 1 10	108 6 9	2,117 16 0	45 12 9	- - -	47 0 3	2,210 9 0	943 17 8	59
Wareham	28	153 0	96 11 11	193 9 1	1,917 6 9	- - -	- - -	46 3 6	1,963 10 3	654 16 0	43
Wimborne	34	240 4	180 2 7	318 6 2	1,842 13 0	- - -	- - -	4 12 8	1,847 5 8	653 14 2	37
	298	1,885 3	1,810 0 11	2,497 15 0	22,236 13 9	45 12 9	- - -	262 0 5	22,544 6 11	8,019 2 9	4,86

COUNTY OF DURHAM.

Auckland	39	170 6	391 5 10	279 13 3	3,012 17 7	- - -	- - -	208 4 6	3,221 2 1	1,428 18 4	59
Barnard Castle	23	116 4	69 4 1	35 12 9	1,228 5 6	- - -	- - -	12 9 4	1,240 14 10	645 8 8	27
Castle Eden and Seaham	19	95 7	112 0 3	48 11 0	1,263 9 4	- - -	- - -	- - -	1,263 9 4	586 19 0	37
Darlington	32	81 5	104 0 4	78 0 0	1,296 8 4	- - -	- - -	- - -	1,296 8 4	625 0 9	1
Durham and Chester-le-Street	42	175 3	206 3 0	40 14 10	4,047 0 0	- - -	- - -	133 14 5	4,180 14 5	1,866 13 8	76
Gateshead and South Shields	12	61 0	104 0 1	435 5 0	1,925 14 0	- - -	- - -	0 13 0	1,926 7 0	718 0 4	45
Houghton-le-Spring and Sunderland	25	82 1	94 14 5	595 3 6	3,151 0 0	- - -	- - -	6 19 7	3,157 19 7	573 4 9	56
Lanchester	23	235 2	956 16 9	321 0 8	4,786 7 9	- - -	- - -	- - -	4,786 7 9	3,421 5 2	16
Stockton and Hartlepool	42	142 6	281 12 1	243 2 6	3,103 17 4	- - -	30 0 0	- - -	3,133 17 4	1,136 11 5	51
Weardale	12	83 2	134 5 7	23 17 9	1,203 5 11	- - -	- - -	0 11 0	1,203 16 11	425 8 2	23
	269	1,244 4	2,454 2 5	2,101 1 3	25,018 5 9	- - -	30 0 0	362 11 10	25,410 17 7	11,427 10 3	3,957

COUNTY OF ESSEX.

Dunmow	22	195 3	305 3 2	15 14 0	1,238 10 0	- - -	- - -	50 5 2	1,288 15 2	490 6 3	15
Rochford	27	131 1	552 5 1	33 14 2	3,113 13 2	- - -	- - -	34 8 6	3,148 1 8	384 16 3	77
	49	326 4	857 8 3	49 8 2	4,352 3 2	- - -	- - -	84 13 8	4,436 16 10	884 2 6	92

COUNTY OF GLOUCESTER.

Badgworth	10	70 0	139 9 4	283 7 3	1,719 14 0	- - -	- - -	0 7 6	1,720 1 6	519 4 6	34
Bishop's Cleeve	8	54 0	- - -	153 5 0	1,505 0 0	44 0 2	- - -	- - -	1,549 0 2	391 10 8	37
Campden	20	92 5	311 4 0	29 3 7	1,793 19 0	- - -	- - -	3 14 6	1,797 4 6	650 7 3	39
Cirencester	32	199 5	319 12 9	334 5 7	2,076 0 0	- - -	- - -	5 17 11	2,081 17 11	1,105 6 7	18
Fairford	13	120 2	161 8 6	120 17 1	1,716 0 0	34 19 0	- - -	1 10 6	1,752 9 6	750 13 9	23
Gloucester	25	68 4	85 18 0	348 19 8	2,168 0 0	43 1 4	- - -	3 7 0	2,214 8 4	591 7 2	40
Lawford's Gate	11	151 0	311 14 2	99 16 1	2,554 15 0	- - -	- - -	23 6 10	2,578 1 10	699 16 0	9
Moreton-in-Marsh	18	78 6	74 4 3	31 7 6	1,283 3 5	- - -	- - -	8 16 0	1,291 19 5	393 8 3	31
Newent	11	120 0	422 8 7	71 1 7	1,099 1 7	- - -	- - -	0 8 6	1,099 10 1	422 15 5	39
Northleach	25	175 1	287 9 3	147 12 9	1,602 0 0	- - -	- - -	0 7 3	1,602 7 3	1,050 1 7	13
Sodbury	22	176 0	76 16 8	218 3 5	2,359 3 5	- - -	- - -	0 13 9	2,360 2 2	1,289 16 8	49
Stow-on-the-Wold	24	111 4	200 11 10	99 4 7	1,772 12 2	- - -	- - -	15 16 1	1,788 8 3	539 0 9	32
Stroud†	5	95 2	106 13 0	1 9 5	673 0 0	- - -	- - -	3 0 0	676 0 0	293 13 4	12
Tetbury	11	62 0	97 14 3	48 1 6	574 0 0	- - -	- - -	- - -	574 0 0	371 3 6	57
Thornbury	13	112 3	492 14 2	- - -	1,433 3 6	- - -	- - -	14 7 10	1,447 11 4	450 13 6	42
Wheatenhurst	17	70 6	100 7 11	103 14 5	1,293 0 0	- - -	- - -	3 12 0	1,296 12 0	462 15 1	19
Winchcomb	28	‡192 4	189 11 7	199 3 4	3,652 7 6	23 13 9	- - -	- - -	3,676 1 3	1,535 17 2	1,241
Wotton-under-Edge	6	46 4	143 18 4	15 8 1	607 8 2	- - -	- - -	10 15 10	618 4 0	353 15 11	152
	299	1,996 6	3,521 16 7	2,305 0 10	29,881 18 9	145 14 3	- - -	96 6 6	30,123 19 6	11,891 7 1	5,963

* Including 47 miles 6 furlongs of turnpike road repaired by the Board. † From the 25th March. ‡ Including 15 miles 2 furlongs of turnpike road repaired by the Boa

COUNTY OF DORSET.

EXPENDITURE.									BALANCE, 31st December, 1866.		DEBTS.		Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
113 16 5	81 16 10	- - -	141 7 6	- - -	- - -	- - -	- - -	965 8 9	119 13 10	163 15 9	—	—	-
831 2 4	95 16 0	309 0 7	345 10 8	436 1 3	- - -	- - -	18 8 2	4,417 3 8	515 1 1	437 3 7	—	—	-
38 2 1	114 19 0	- - -	178 4 2	- - -	- - -	- - -	- - -	1,184 15 6	329 14 10	9 14 1	—	—	-
885 11 8	306 3 9	- - -	281 2 4	- - -	- - -	- - -	32 3 0	3,973 12 10	1,090 13 6	116 13 8	—	—	-
584 13 10	98 18 5	- - -	281 2 3	- - -	- - -	- - -	26 9 0	3,211 3 7	178 11 3	375 3 5	—	—	-
111 17 7	35 12 0	- - -	178 4 7	- - -	- - -	- - -	0 17 0	998 6 7	305 10 5	67 11 9	—	—	-
207 2 2	57 13 6	10 0 0	154 13 6	- - -	- - -	- - -	25 0 0	1,997 15 10	200 14 6	37 6 3	—	—	-
2 19 8	140 0 6	- - -	193 15 2	- - -	- - -	- - -	196 6 9	1,618 15 5	343 16 11	95 19 3	—	—	-
103 18 5	283 6 11	146 0 0	237 15 0	- - -	- - -	- - -	1 10 4	1,801 0 9	186 5 6	278 4 2	—	—	-
2,879 4 2	1,214 6 11	465 0 7	1,991 15 2	436 1 3	- - -	- - -	300 14 3	20,168 2 11	3,270 1 10	1,581 11 11	—	—	-

COUNTY OF DURHAM.

766 13 7	125 17 9	- - -	242 17 4	- - -	- - -	- - -	63 0 0	3,219 16 6	408 8 5	295 10 3	—	—	-
89 9 11	16 12 5	- - -	141 9 4	34 5 6	- - -	- - -	2 6 0	1,208 6 8	99 1 7	33 2 1	—	—	-
304 14 7	13 6 5	- - -	173 11 4	- - -	- - -	- - -	48 3 10	1,503 13 11	65 16 4	242 11 8	—	—	-
478 12 7	28 17 5	- - -	206 18 0	- - -	- - -	- - -	15 8 3	1,365 12 6	59 12 8	102 16 6	—	—	-
1,211 1 5	135 14 8	- - -	298 19 1	- - -	- - -	- - -	1 5 3	4,279 18 8	182 15 10	116 11 11	—	—	-
127 9 8	15 15 7	165 16 7	210 7 8	1 0 0	- - -	- - -	12 15 8	1,704 2 7	162 2 5	271 2 11	—	—	-
838 0 10	22 15 4	182 5 10	276 9 1	- - -	- - -	- - -	12 15 4	2,471 16 11	248 17 3	63 3 8	—	—	-
852 19 7	164 2 10	- - -	306 1 9	45 0 0	- - -	- - -	109 1 2	5,065 9 11	478 12 3	121 18 4	—	—	-
853 15 0	54 11 7	238 0 4	264 16 5	39 17 4	11 8 3	12 0 0	- - -	3,122 4 6	75 4 5	25 2 0	228 0 0	—	5
404 5 7	7 5 7	- - -	124 12 5	- - -	- - -	- - -	30 6 0	1,227 5 1	128 13 9	41 14 1	—	—	-
5,927 2 9	584 19 7	586 2 9	2,246 2 5	120 2 10	11 8 3	12 0 0	295 1 6	25,168 7 3	1,909 4 11	1,313 13 5	228 0 0	—	-

COUNTY OF ESSEX.

331 19 1	173 12 2	- - -	220 13 1	- - -	- - -	- - -	58 15 0	1,434 19 5	245 19 10	102 14 11	—	—	-
1,269 4 0	118 5 3	- - -	230 9 7	- - -	- - -	- - -	*164 9 3	2,941 5 1	780 1 11	54 14 5	—	—	-
1,601 3 1	291 17 5	- - -	451 2 8	- - -	- - -	- - -	223 4 3	4,376 4 6	1,026 1 9	157 9 4	—	—	-

* Including 121*l.* 19*s.* 4*d.* to Southend Local Board.

COUNTY OF GLOUCESTER.

458 0 3	17 8 5	- - -	135 18 8	- - -	- - -	- - -	- - -	1,475 5 5	226 11 9	125 13 7	—	—	-
459 3 9	17 12 0	- - -	99 5 4	121 11 1	- - -	- - -	2 14 8	1,467 10 5	20 19 1	92 14 4	—	—	-
396 6 3	65 3 3	- - -	274 3 6	135 9 9	- - -	- - -	7 12 8	1,928 8 9	238 9 8	87 13 6	—	—	-
220 1 11	125 10 11	- -	162 0 8	- - -	- - -	- - -	14 8 11	1,817 1 10	529 14 4	279 11 1	—	—	-
142 14 1	34 0 10	- - -	134 10 9	- - -	- - -	- - -	- - -	1,344 15 6	448 5 5	—	—	—	-
573 19 1	87 11 4	- -	247 3 1	- - -	- - -	- - -	- - -	1,904 1 5	202 8 6	155 3 3	—	—	-
1,260 19 6	188 7 8	- - -	302 4 11	- - -	- - -	- - -	44 1 1	2,588 4 8	236 19 4	35 4 1	—	—	-
363 15 1	42 9 7	- - -	136 4 6	- - -	- - -	- - -	- - -	1,248 17 6	135 16 8	49 18 0	—	—	-
339 13 4	11 3 2	- - -	181 9 3	- - -	- - -	- - -	0 17 6	1,352 13 11	122 19 0	24 15 10	—	—	-
112 17 1	19 8 10	- - -	177 17 6	163 2 11	- - -	- - -	- - -	1,657 15 6	253 8 1	168 19 10	—	—	-
119 19 2	40 17 0	- - -	228 18 6	- - -	- - -	- - -	- - -	2,178 7 7	127 15 0	87 7 2	—	—	-
521 1 5	25 13 6	- - -	162 3 1	4 12 10	- - -	- - -	2 5 6	1,604 15 7	332 12 11	47 13 0	—	—	-
152 18 5	31 11 1	- - -	113 19 4	137 19 3	- - -	- - -	6 2 0	865 14 8	5 14 2	90 5 3	—	—	-
4 12 9	12 7 9	- - -	74 16 0	4 10 0	- - -	- - -	- - -	525 9 5	122 11 8	24 8 4	—	—	-
562 4 6	61 2 4	- - -	153 5 9	- - -	- - -	- - -	4 2 0	1,658 10 4	391 13 10	109 18 8	—	—	-
561 10 2	74 19 7	115 10 0	159 13 1	7 10 0	- - -	- - -	28 11 3	1,602 12 9	31 3 2	340 10 5	—	—	-
409 0 8	75 6 2	- - -	212 7 0	238 13 10	- - -	- - -	12 14 2	3,725 17 8	446 16 7	506 4 9	—	—	
56 18 8	30 10 7	- - -	110 16 4	- - -	- - -	- - -	- - -	705 0 3	42 3 5	0 9 5	—	—	-
6,715 16 5	961 4 0	115 10 0	3,066 17 3	813 9 8	- - -	- - -	123 9 9	29,651 3 2	3,916 2 7	2,226 10 6	—	—	-

COUNTY OF HANTS.

NAME OF DISTRICT.	Returns.	Length of Highways	BALANCE, 31st December 1865. In Hand.	BALANCE, 31st December 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Money Borrowed.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour, including Contract Work.	Team Labour.
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Alresford	19	174 7	192 3 10	29 15 6	1,229 0 0	- - -	- - -	6 15 0	1,235 15 0	609 13 1	177 19
Alton	23	202 7	84 2 9	34 12 10	1,520 1 2	- - -	- - -	0 17 0	1,520 18 2	604 11 8	357 17
Andover	27	210 4	106 18 10	99 8 5	1,130 0 0	3 14 0	- - -	15 12 3	1,149 6 3	493 13 9	58 5
Basingstoke	39	236 7	1,351 11 9	- - -	1,453 0 0	- - -	- - -	- - -	1,453 0 0	505 5 0	573 6 1
Catherington	6	52 0	147 4 4	21 1 9	235 0 0	- - -	- - -	- - -	235 0 0	112 0 10	78 7
Christchurch	14	*102 0	154 10 9	- - -	852 4 7	- - -	- - -	5 5 3	857 9 10	276 17 9	348 6
Droxford	14	222 0	174 8 2	105 14 7	1,305 10 0	- - -	- - -	13 8 0	1,318 18 0	358 10 2	177 11
Fareham	9	127 0	104 17 5	24 0 1	802 0 0	- - -	- - -	9 8 0	811 8 0	309 1 5	163 4
Fordingbridge	8	58 2	114 8 5	- - -	299 0 0	- - -	- - -	4 5 0	303 5 0	125 8 10	113 3
Hartley Wintney	18	251 4	359 11 3	46 4 5	1,188 10 0	- - -	- - -	78 8 3	1,266 18 3	749 6 9	402 15
Hayant	5	29 0	22 12 10	25 5 1	139 3 5	- - -	- - -	- - -	139 3 5	49 10 10	4 2
Headley	3	72 5	88 1 2	27 14 11	435 0 0	- - -	- - -	- - -	435 0 0	121 14 8	61 13
Hursley	6	37 7	47 2 11	- - -	297 3 9	- - -	- - -	3 0 0	300 3 9	117 11 0	63 3 1
Kingsclere	19	179 2	307 13 5	0 14 6	675 10 0	- - -	- - -	66 5 0	741 15 0	380 12 5	240 11
Lymington	6	†200 0	67 4 4	50 14 3	582 17 8	- - -	- - -	8 0 0	590 17 8	173 9 0	190 4
New Forest	9	163 0	71 15 10	28 4 0	1,093 0 0	- - -	- - -	29 16 6	1,122 16 6	498 9 1	248 10
Petersfield	13	173 3	198 13 3	36 16 7	1,628 0 0	- - -	- - -	10 0 0	1,638 0 0	418 5 6	142 9
Ringwood	5	89 4	70 8 9	- - -	268 0 0	- - -	- - -	2 9 6	270 9 6	104 10 6	131 5
Romsey	9	73 0	108 0 5	79 18 11	364 0 0	- - -	- - -	- - -	364 0 0	115 9 1	103 3
South Stoneham	15	78 0	298 14 10	60 19 6	1,011 19 7	- - -	- - -	6 0 6	1,018 0 1	241 18 8	285 9 1
Stockbridge	18	143 6	277 0 5	6 8 1	693 10 0	6 10 0	- - -	4 12 3	704 12 3	315 7 3	174 17
Whitchurch	8	111 4	161 5 2	32 1 2	443 8 0	- - -	- - -	0 8 3	443 16 3	307 7 7	82 16
Winchester	19	156 6	370 2 7	56 13 11	1,081 10 0	4 16 0	- - -	4 0 0	1,090 6 0	487 5 3	316 17
	312	3,145 4	4,878 13 5	766 8 6	18,727 8 2	15 0 0	- - -	268 10 9	19,010 18 11	7,476 0 1	4,496 2

* Only approximate. † Estimated.

COUNTY OF HEREFORD.

Bredwardine	11	61 6	65 19 7	73 0 6	751 0 0	- - -	- - -	2 1 0	753 1 0	264 19 0	201 19 1
Bromyard	30	157 6	310 19 7	52 7 3	1,713 0 0	139 0 0	- - -	8 0 0	1,860 0 0	586 6 8	415 19
Dore	26	180 5	310 12 9	171 17 7	2,266 0 0	50 5 0	- - -	- - -	2,316 5 0	1,426 16 11	413 15
Hereford	40	175 3	195 5 11	284 12 11	2,881 0 0	7 10 0	- - -	- - -	2,888 10 0	934 16 11	524 10
Ledbury	22	147 4	181 9 4	194 0 3	2,807 10 0	30 18 4	- - -	1 0 0	2,839 8 4	1,000 7 5	578 12
Leominster	28	138 0	630 19 4	105 13 11	1,836 11 10	42 1 4	- - -	- - -	1,878 13 2	990 16 2	335 9
Ross	36	230 1	680 9 5	102 19 4	2,579 0 0	- - -	- - -	8 17 7	2,587 17 7	1,328 10 11	802 5
Weobley	21	112 2	195 15 11	82 5 10	1,358 3 0	- - -	- - -	- - -	1,358 3 0	649 9 9	119 4 1
Wigmore	15	*104 0	89 8 4	34 9 6	1,576 11 8	- - -	- - -	- - -	1,576 11 8	916 12 5	335 2
	229	1,307 3	2,661 0 2	1,101 7 1	17,768 16 6	269 14 8	- - -	19 18 7	18,058 9 9	8,098 16 2	3,776 19

* Approximate.

COUNTY OF HUNTINGDON.

Hurstingstone	17	83 4	130 5 4	60 0 3	1,493 0 0	- - -	- - -	63 18 3	1,556 18 3	558 7 1	266 13 11
Leightonstone	31	114 1	309 18 3	239 3 8	2,120 0 0	- - -	- - -	53 4 5	2,173 4 5	871 7 0	356 8
Norman Cross	26	83 4	164 17 6	161 12 2	2,720 5 0	- - -	- - -	20 15 3	2,741 0 3	627 5 4	303 2
Ramsey	7	47 6	729 0 4	- - -	2,181 0 0	- - -	- - -	15 7 8	2,196 7 8	450 16 8	346 18 1
Toseland	19	69 3	217 11 7	59 19 7	1,002 0 0	- - -	- - -	13 15 0	1,015 15 0	268 13 2	176 8
	100	398 2	1,551 13 0	520 15 8	9,516 5 0	- - -	- - -	167 0 7	9,683 5 7	2,776 9 3	1,949 11

COUNTY OF HANTS.

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
22 12 11	172 11 9	- - -	181 16 3	12 7 6	- - -	- - -	- - -	1,177 0 7	244 4 3	23 1 6	—	—	-
172 10 4	87 16 5	- - -	181 4 0	- - -	- - -	- - -	1 14 6	1,405 14 4	201 12 9	36 19 0	—	—	-
97 15 0	54 1 7	- - -	220 1 4	- - -	- - -	- - -	3 14 0	927 11 0	256 15 3	27 9 7	—	—	-
260 19 2	132 6 4	- - -	269 7 1	- - -	- - -	- - -	107 1 11	1,348 6 4	961 8 8	5 3 3	—	—	-
- - -	25 19 6	- - -	28 15 0	- - -	- - -	- - -	- - -	245 2 5	160 0 2	44 0 0	—	—	-
65 13 7	165 19 1	- - -	81 19 3	- - -	- - -	- - -	0 4 0	939 0 3	104 19 10	31 19 6	—	—	-
303 4 11	50 4 8	- - -	185 9 6	23 17 6	- - -	- - -	- - -	1,098 18 6	292 9 1	3 16 0	—	—	-
106 3 3	63 8 5	- - -	168 4 4	28 19 10	- - -	- - -	4 0 0	843 1 8	63 14 5	14 10 9	—	—	-
43 5 5	37 3 2	- - -	78 12 4	- - -	- - -	- - -	- - -	397 13 0	42 15 11	22 15 6	—	—	-
2 5 0	153 13 8	- - -	309 19 4	- - -	- - -	- - -	110 0 4	1,728 0 7	100 5 5	248 0 11	—	—	-
103 19 1	5 17 1	- - -	- - -	- - -	- - -	- - -	- - -	163 9 0	4 1 8	30 19 6	—	—	-
106 2 7	12 15 6	- - -	69 13 3	- - -	- - -	- - -	- - -	371 19 1	123 7 2	—	—	—	-
42 1 10	30 6 8	- - -	50 19 0	- - -	- - -	- - -	9 19 6	314 1 10	33 15 7	0 10 9	—	—	-
118 12 0	50 7 5	45 0 0	168 13 5	- - -	- - -	- - -	6 5 1	1,010 2 0	80 7 2	41 15 3	—	—	-
63 13 6	137 19 11	- - -	121 11 0	- - -	- - -	- - -	12 16 4	699 14 1	37 18 10	130 5 2	—	—	-
127 18 5	111 2 3	- - -	203 14 6	- - -	- - -	- - -	0 10 6	1,190 5 1	54 18 8	78 15 5	—	—	-
745 4 7	87 0 0	- - -	189 17 9	17 6 10	- - -	- - -	- - -	1,600 3 8	228 19 5	29 6 5	—	—	-
5 14 4	86 13 9	- - -	79 14 11	- - -	- - -	- - -	- - -	407 19 3	12 7 9	79 8 9	—	—	-
10 17 1	42 18 9	- - -	75 0 0	- - -	- - -	- - -	- - -	347 8 7	107 3 3	62 10 4	—	—	-
86 5 9	31 5 0	- - -	138 10 4	58 10 10	- - -	- - -	- - -	842 0 5	421 4 3	7 9 3	—	—	-
12 11 6	5 13 0	- - -	115 9 10	- - -	- - -	- - -	68 4 7	692 3 11	295 4 9	12 4 1	—	—	-
- - -	20 0 6	- - -	78 15 0	- - -	- - -	- - -	- - -	488 19 6	96 16 4	12 15 7	—	—	-
31 6 6	57 15 10	- - -	191 3 5	3 0 0	- - -	- - -	39 8 6	1,126 16 8	299 1 9	22 3 9	—	—	-
2,528 16 9	1,623 0 3	45 0 0	3,188 10 10	144 2 6	- - -	- - -	363 19 3	19,865 11 9	4,223 12 4	966 0 3	—	—	-

COUNTY OF HEREFORD.

148 6 6	6 0 3	- - -	92 8 10	- - -	- - -	- - -	0 6 6	714 0 11	51 15 11	19 16 9	—	—	-
473 0 10	53 0 9	- - -	131 1 8	139 0 0	- - -	- - -	4 0 0	1,802 9 6	326 10 4	10 7 6	—	—	-
248 3 9	78 9 2	- - -	184 10 2	- - -	- - -	- - -	3 2 3	2,354 17 5	261 12 6	161 9 9	—	—	-
666 12 8	55 17 1	- - -	287 10 3	- - -	- - -	- - -	42 11 5	2,511 19 1	392 7 1	105 3 2	—	—	-
650 8 6	22 16 9	- - -	196 3 1	10 0 0	- - -	- - -	18 13 11	2,477 1 9	414 15 2	64 19 6	—	—	-
459 15 10	52 15 8	- - -	204 9 4	42 1 4	- - -	- - -	- - -	2,135 7 11	327 6 0	58 15 4	—	—	-
308 18 6	41 11 4	- - -	220 3 9	28 8 0	- - -	- - -	46 14 7	2,776 12 6	451 10 8	62 15 6	—	—	-
343 17 1	29 4 11	- - -	138 0 4	96 3 0	- - -	- - -	0 19 4	1,376 19 3	174 3 7	79 9 9	—	—	-
31 13 11	58 16 11	- - -	131 0 0	- - -	- - -	- - -	2 0 0	1,475 5 3	228 9 0	72 3 9	—	—	-
3,330 17 7	398 12 10	- - -	1,585 7 5	315 12 4	- - -	- - -	118 8 0	17,624 13 7	2,628 10 3	635 1 0	—	—	-

COUNTY OF HUNTINGDON.

363 16 8	60 15 5	- - -	151 10 6	- - -	- - -	- - -	1 1 0	1,402 4 7	279 18 9	55 0 0	—	—	-
588 5 10	147 10 8	- - -	177 18 1	49 11 6	- - -	- - -	7 0 10	2,198 1 11	272 11 6	226 14 5	—	—	-
1,211 13 2	20 4 9	- - -	234 7 10	- - -	- - -	- - -	18 7 0	2,415 0 9	383 19 6	54 14 8	—	—	-
721 18 7	151 19 2	- - -	105 17 8	- - -	- - -	- - -	34 14 6	2,312 4 8	615 2 5	1 19 1	—	—	-
330 2 3	70 11 6	- - -	95 0 0	80 7 6	- - -	- - -	12 17 8	1,034 0 8	191 4 1	51 17 9	—	—	-
3,215 16 6	451 1 1	- - -	764 14 1	129 19 0	- - -	- - -	74 1 0	9,361 12 7	1,742 16 3	390 5 11	—	—	-

COUNTY OF KENT.

NAME OF DISTRICT.	Returns.	Length of Highways	BALANCE, 31st December 1865. In Hand.	BALANCE, 31st December 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Money Borrowed.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour, including Contract Work.	Team Labour
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Appledore	16	200 0	298 12 9	248 3 9	4,017 10 0	4 17 8	- - -	109 6 6	4,131 14 2	729 17 7	1,125 7
Ashford	24	218 3	474 10 8	298 10 5	3,091 5 4	- - -	- - -	17 11 6	3,108 16 10	1,373 4 8	582 18
Bearsted	31	365 4	670 14 7	193 1 3	3,687 0 0	- - -	- - -	2 10 6	3,689 10 6	1,652 0 2	384 9
Bromley	17	197 4	284 7 3	132 0 11	4,968 0 0	70 16 8	- - -	116 2 0	5,154 18 8	1,729 13 10	393 13
Cranbrook	13	175 3	297 16 9	218 7 2	4,367 19 0	30 4 4	- - -	3 13 2	4,401 16 6	1,203 3 9	1,557 10
Dartford	20	234 4	919 17 9	- - -	2,742 15 11	- - -	- - -	43 14 6	2,786 10 5	1,329 9 11	391 15
Elham	23	264 4	476 6 3	156 7 6	2,607 9 0	- - -	- - -	- - -	2,607 9 0	1,286 2 9	467 6
Faversham	43	293 6	588 0 11	241 6 0	5,582 18 0	- - -	- - -	- - -	5,582 18 0	2,069 4 0	172 14
Home	24	219 6	299 10 5	196 8 4	2,838 0 0	- - -	- - -	13 0 0	2,851 0 0	921 12 0	438 11
Malling	24	180 0	416 11 10	78 1 2	3,699 13 4	52 7 0	- - -	1 6 9	3,753 7 1	1,230 6 0	178 1
New Romney	20	138 0	518 7 4	195 11 5	2,623 10 0	- - -	- - -	3 7 9	2,626 17 9	1,034 11 7	1,114 12
Rochester	26	206 6	365 15 4	333 2 9	4,135 7 6	- - -	- - -	3 6 0	4,138 13 6	3,017 9 3	55 16
Sevenoaks	10	213 4	28 9 6	623 13 2	2,749 0 0	49 2 5	- - -	400 5 11	3,198 8 4	1,303 3 10	815 1
Sheppey	6	38 2	95 7 8	57 2 6	907 10 0	- - -	- - -	9 2 0	916 12 0	196 2 1	3 7
Thanet, Isle of	10	129 7	435 3 11	93 3 2	1,731 10 0	- - -	- - -	1 10 0	1,733 0 0	527 0 6	598 2
Tonbridge	16	216 7	357 3 0	194 3 10	3,625 9 10	56 15 6	400 0 0	- - -	4,082 5 4	1,002 10 0	1,705 18
Wingham	52	380 2	493 7 8	93 3 8	3,238 1 8	- - -	- - -	- - -	3,238 1 8	1,074 6 10	358 10
	375	3,672 6	7,020 3 7	3,352 7 0	56,612 19 7	264 3 7	400 0 0	724 16 7	58,001 19 9	21,679 18 9	10,343 17

COUNTY OF LANCASTER.

Childwall	9	74 1	645 11 6	327 0 3	3,067 10 0	- - -	- - -	18 13 0	3,086 3 0	1,033 7 2	351 7
Garstang Union	23	208 5	303 0 9	208 14 8	2,101 10 11	42 1 0	- - -	1 3 6	2,144 15 5	858 4 5	366 18
Leyland	38	301 2	744 13 11	951 16 8	8,809 15 0	85 14 6	- - -	56 15 11	8,952 5 5	2,944 0 5	1,434 3
Ormskirk	8	121 4	57 0 10	36 5 6	3,977 10 0	- - -	- - -	61 15 3	4,039 5 3	1,431 1 4	617 9
Prescot	7	52 0	143 9 11	94 12 8	1,685 17 5	- - -	- - -	- - -	1,685 17 5	969 18 1	375 15
Sefton	10	69 1	322 0 3	419 19 0	3,013 5 4	- - -	- - -	11 4 7	3,024 9 11	275 11 5	802 10
Southport	7	192 0	173 11 3	112 5 9	3,844 18 5	- - -	- - -	7 2 0	3,852 0 5	1,358 2 1	731 16
Upholland	6	48 6	377 5 1	- - -	2,530 14 2	- - -	- - -	- - -	2,530 14 2	959 17 7	380 3
Warrington	13	96 7	114 16 7	16 18 0	1,487 0 0	- - -	- - -	- - -	1,487 0 0	477 14 1	158 18
	121	1,164 2	2,881 10 1	2,167 12 6	30,518 1 3	127 15 6	- - -	156 14 3	30,802 11 0	10,307 16 7	5,219 1

COUNTY OF LEICESTER.

Ashby-de-la-Zouch	28	101 7	218 16 4	50 15 3	1,107 19 0	- - -	- - -	90 10 10	1,198 9 10	594 1 2	181 1
Belvoir	15	95 7	165 3 11	67 11 8	2,855 0 0	- - -	- - -	3 9 7	2,858 9 7	948 18 8	264 8
East Norton	32	133 2	252 0 6	113 8 0	2,313 0 0	- - -	- - -	31 1 10	2,344 1 10	656 8 5	566 8
Leicester	69	275 4	534 8 1	121 10 9	3,666 15 0	- - -	- - -	28 6 5	3,695 1 5	982 14 11	454 0
Loughborough	33	246 7	297 17 1	323 1 11	2,692 17 6	- - -	- - -	244 9 2	2,937 6 8	959 1 0	456 19
Lutterworth	34	158 5	607 18 4	- - -	1,816 14 7	- - -	- - -	60 1 4	1,876 15 11	614 3 8	360 3
Market Bosworth	58	220 7	441 8 4	187 6 0	2,344 5 0	- - -	- - -	7 6 5	2,351 11 5	794 14 6	340 19
Market Harborough	25	132 0	127 1 4	302 18 0	2,549 0 0	- - -	- - -	17 15 0	2,566 15 0	515 12 5	417 12
Melton Mowbray	53	319 0	255 12 2	202 1 6	5,326 12 6	- - -	- - -	14 2 3	5,340 14 9	1,665 2 5	1,022 5
	347	1,683 7	2,900 6 1	1,368 13 1	24,672 3 7	- - -	- - -	497 2 10	25,169 6 5	7,730 17 2	4,063 18

COUNTY OF LINCOLN.

Axholme, Isle of*	15	†123 0	162 17 8	25 10 0	3,491 0 0	- - -	- - -	3 12 7	3,494 12 7	1,098 7 11	357 3

* From the 25th March. † Estimated.

COUNTY OF MIDDLESEX.

Edgware	8	100 7	661 13 2	117 7 11	5,815 0 0	- - -	- - -	196 8 0	6,011 8 0	1,134 5 5	698 3

COUNTY OF KENT.

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
1,802 7 8	15 5 0	- - -	269 16 9	120 13 7	- - -	- - -	56 16 4	4,120 4 4	146 14 11	84 16 1	—	—	-
425 0 2	183 4 9	- - -	333 3 10	86 14 9	- - -	- - -	- - -	2,984 6 5	426 7 4	125 16 8	—	—	-
1,408 13 3	167 19 11	- - -	428 6 3	64 8 1	- - -	- - -	0 15 9	4,106 13 0	390 12 5	330 1 7	—	—	-
1,949 13 10	635 19 9	- - -	372 14 8	- - -	- - -	- - -	3 17 0	5,085 12 8	395 10 1	173 17 9	—	—	-
614 13 6	248 13 1	- - -	280 9 9	197 12 9	- - -	- - -	35 3 9	4,137 6 7	598 13 4	254 13 10	—	—	-
723 18 9	155 15 6	- - -	306 10 7	4 3 6	- - -	- - -	35 3 7	2,946 17 9	759 10 5	- - -	—	—	-
814 10 2	61 18 1	35 0 0	317 0 1	46 9 2	- - -	- - -	1 7 6	3,029 14 3	190 10 6	292 17 0	—	—	-
2,599 5 6	78 15 1	140 17 5	421 14 1	5 18 6	- - -	- - -	30 0 0	5,518 8 10	821 5 1	410 1 0	—	—	-
347 15 5	166 14 6	- - -	364 7 9	- - -	- - -	- - -	0 13 3	2,239 14 1	730 6 5	15 18 5	—	—	-
1,247 4 3	148 17 2	- - -	353 0 0	35 12 2	- - -	- - -	263 11 4	3,456 12 1	729 9 4	94 3 8	—	—	-
605 1 6	88 18 5	- - -	244 16 3	- - -	- - -	- - -	3 8 6	3,091 8 11	214 10 1	356 5 4	—	—	-
273 14 6	60 2 2	240 12 9	254 16 7	80 7 1	- - -	- - -	85 6 6	4,068 5 1	222 18 6	119 17 6	—	—	-
345 17 2	96 4 0	- - -	275 15 9	- - -	- - -	- - -	60 9 5	2,896 11 9	33 2 10	326 9 11	—	—	-
483 4 11	50 14 10	- - -	91 2 2	- - -	- - -	- - -	- - -	824 11 6	157 4 9	26 19 1	—	—	-
471 16 10	54 8 0	15 15 0	219 16 6	- - -	- - -	- - -	19 6 2	1,906 5 2	275 2 8	106 7 1	—	—	-
619 7 10	327 11 3	315 0 0	288 19 4	17 5 0	25 0 0	25 0 0	31 10 10	4,358 3 1	537 6 4	650 4 11	875 0 0	—	5
652 11 10	85 3 11	- - -	419 15 9	16 19 6	- - -	- - -	0 12 0	2,608 0 7	1,038 17 2	8 12 1	—	—	-
5,384 17 1	2,626 5 5	747 5 2	5,242 6 1	676 4 1	25 0 0	25 0 0	628 1 11	57,378 16 1	7,668 2 2	3,377 1 11	875 0 0	—	-

COUNTY OF LANCASTER.

1,070 14 1	131 5 4	- - -	278 19 1	- - -	- - -	- - -	308 9 2	3,174 1 10	367 9 1	136 16 8	—	—	-
750 10 11	17 16 11	- - -	221 18 3	- - -	- - -	- - -	0 10 0	2,215 19 0	97 1 5	73 18 11	—	—	-
3,931 16 4	68 6 11	- - -	466 0 1	31 10 0	- - -	- - -	187 7 8	9,063 4 5	880 8 10	1,198 10 7	—	—	-
1,611 17 4	57 14 10	- - -	212 6 1	- - -	- - -	- - -	54 3 3	3,984 11 11	138 0 1	62 11 5	—	—	-
257 12 11	35 11 4	- - -	153 13 9	- - -	- - -	- - -	17 4 10	1,809 16 6	153 19 7	229 1 5	—	—	-
852 18 2	539 15 8	- - -	205 10 10	- -	- - -	- - -	81 13 10	2,758 0 5	238 10 7	69 19 10	—	—	-
1,472 0 3	15 7 11	- - -	205 16 1	- - -	- - -	- - -	11 1 3	3,794 4 6	239 9 5	120 8 0	—	—	-
1,153 7 3	157 2 6	- - -	128 1 0	- - -	- - -	- - -	55 15 6	2,834 7 1	213 13 7	140 1 5	—	—	-
440 15 6	22 1 8	- - -	172 19 0	- - -	- - -	- - -	127 7 8	1,399 16 0	456 1 0	270 18 5	—	—	-
1,541 12 9	1,045 3 1	- - -	2,045 4 2	31 10 0	- - -	- - -	843 13 2	31,034 1 8	2,784 13 7	2,302 6 8	—	—	-

COUNTY OF LEICESTER.

191 15 11	54 17 1	- - -	205 3 4	- - -	- - -	- - -	35 8 5	1,262 7 5	233 1 10	128 18 4	—	—	-
1,274 11 11	100 16 6	- - -	174 17 9	- - -	- - -	- - -	49 1 9	2,812 14 10	178 14 7	35 7 7	—	—	-
1,109 10 3	104 15 7	- - -	155 1 4	- - -	- - -	- - -	- - -	2,592 3 7	166 8 9	275 18 0	—	—	-
1,517 18 0	288 17 5	- - -	384 18 6	- - -	- - -	- - -	36 17 5	3,665 7 2	517 0 8	74 9 1	—	—	-
636 0 1	181 2 10	- - -	311 9 5	- - -	- - -	- - -	9 19 10	2,554 12 5	453 2 4	95 12 11	—	—	-
555 9 5	290 12 10	10 0 0	260 2 10	- - -	- - -	- - -	13 7 0	2,103 18 10	420 9 2	39 13 9	—	—	-
892 7 8	61 10 7	- - -	402 18 2	- - -	- - -	- - -	5 9 8	2,498 0 4	321 5 8	213 12 3	—	—	-
1,199 4 3	291 15 8	- - -	181 11 9	- - -	- - -	- - -	10 19 10	2,616 16 1	91 0 3	316 18 0	—	—	-
2,642 18 10	312 9 1	- - -	268 10 4	- - -	- - -	- - -	183 10 2	5,494 16 6	282 2 4	382 13 5	—	—	-
9,419 16 4	1,686 17 7	10 0 0	2,344 13 5	- - -	- - -	- - -	344 14 1	25,600 17 2	2,663 5 7	1,563 3 4	—	—	-

COUNTY OF LINCOLN.

1,735 0 7	52 3 5	- - -	168 1 3	- - -	- - -	- - -	31 17 8	3,442 14 6	381 8 1	192 2 4	—	—	-

COUNTY OF MIDDLESEX.

1,935 13 5	734 4 8	940 15 6	317 19 1	- - -	45 0 0	180 0 0	62 17 8	6,098 19 8	940 10 11	483 17 4	720 0 0	—	5

COUNTY OF MONMOUTH.

NAME OF DISTRICT.	Returns.	Length of Highways	BALANCE, 31st December 1865. In Hand.	BALANCE, 31st December 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Money Borrowed.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour, including Contract Work.	Tea Labo
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Abergavenny	21	147 1	147 4 6	26 15 1	1,562 0 3	- - -	300 0 0	0 11 4	1,862 11 7	711 11 6	261
Caerleon	10	70 4	32 16 3	67 17 5	1,332 0 0	- - -	- - -	5 0 0	1,337 0 0	381 8 1	496
Chepstow	24	98 6	114 11 2	69 8 2	1,338 18 8	- - -	- - -	0 6 3	1,339 4 11	699 7 11	284
Christchurch	17	103 4	81 14 7	76 2 11	1,283 4 8	- - -	- - -	- - -	1,283 4 8	437 11 8	441
Monmouth and Skenfrith	11	104 3	96 0 3	51 13 1	1,170 5 0	- - -	- - -	1 12 5	1,171 17 5	562 18 8	168
Newport	18	138 0	101 1 4	260 0 1	1,922 9 0	- - -	- - -	1 13 0	1,924 2 0	710 11 2	437
Pontypool and Usk	19	101 3	24 19 8	237 3 9	1,634 10 0	- - -	- - -	0 6 9	1,634 16 9	605 14 4	196
Raglan and Trelleck	20	153 2	139 3 11	13 0 3	713 7 0	- - -	- - -	0 15 9	714 2 9	459 12 1	169
	140	916 7	737 11 8	802 0 9	10,956 14 7	- - -	300 0 0	10 5 6	11,267 0 1	4,568 15 5	2,456

COUNTY OF NORFOLK.

Docking Union	37	278 5	390 8 8	46 15 10	904 0 0	- - -	- - -	2 10 0	906 10 0	654 7 5	427

COUNTY OF NORTHAMPTON.

Brackley	35	151 4	1,023 17 4	9 0 6	2,815 0 0	- - -	- - -	10 12 3	2,825 12 3	1,589 19 2	546
Brixworth	30	132 2	140 8 7	461 3 5	3,330 0 0	- - -	300 0 0	1 0 6	3,631 0 6	766 3 4	594
Hardingstone	35	134 0	362 3 1	43 3 9	4,210 0 0	- - -	- - -	6 9 2	4,216 9 2	1,027 6 10	514
Irthlingborough	27	129 1	122 19 11	341 3 11	3,849 0 0	- - -	- - -	30 9 5	3,879 9 5	1,210 5 3	593
Kettering	35	150 0	236 15 8	83 0 1	3,132 4 8	- - -	- - -	31 16 9	3,164 1 5	941 2 0	545
Kingscliffe	39	126 4	195 4 3	194 0 9	2,998 10 0	- - -	- - -	8 15 6	3,007 5 6	1,668 19 11	380
Little Bowden	24	115 1	53 8 2	234 17 0	2,316 0 0	- - -	- - -	22 9 0	2,338 9 0	675 9 10	386
Thrapston	17	81 5	196 18 0	70 12 2	2,077 0 0	- - -	- - -	20 2 3	2,097 2 3	1,042 10 7	367
Towcester	40	158 2	520 14 9	126 8 1	3,561 0 0	- - -	- - -	- - -	3,561 0 0	1,519 0 5	782
Weedon	40	232 2	263 9 10	475 1 3	5,484 0 0	- - -	- - -	30 1 5	5,514 1 5	1,715 9 6	759
	322	1,410 5	3,115 19 7	2,038 10 11	33,772 14 8	- - -	300 0 0	161 16 3	34,234 10 11	12,156 6 10	5,470

COUNTY OF NORTHUMBERLAND.

Belford	123	372 0	500 4 11	533 9 10	6,951 15 1	- - -	- - -	0 2 6	6,951 17 7	1,448 4 8	327
Felton	42	153 6	- - -	- - -	1,581 12 6	- - -	- - -	- - -	1,581 12 6	489 3 8	218
Haltwhistle	19	149 2	100 3 3	103 10 8	780 10 0	- - -	- - -	- - -	780 10 0	525 6 1	131
Hexham	137	691 1	755 6 6	654 18 10	4,429 19 3	- - -	- - -	212 16 8	4,642 15 11	3,073 7 7	977
	321	1,366 1	1,355 14 8	1,291 19 4	13,743 16 10	- - -	- - -	212 19 2	13,956 16 0	5,536 2 0	1,655

COUNTY OF NOTTINGHAM.

Bingham	35	168 5	367 4 7	339 1 11	3,280 0 0	- - -	- - -	48 3 6	3,328 3 6	1,360 19 8	330
Mansfield	23	130 0	134 16 2	79 15 1	1,061 15 5	- - -	- - -	1 18 0	1,063 13 5	593 7 9	192
Newark	50	197 3	406 5 1	155 14 0	3,932 10 0	- - -	- - -	16 1 1	3,948 11 1	1,729 3 8	712
Nottingham	30	146 2	208 17 7	246 18 11	2,392 16 0	219 11 0	- - -	10 15 11	2,623 2 11	893 9 11	695
Ollerton	18	104 6	193 16 1	30 18 10	1,108 8 5	- - -	- - -	3 14 6	1,112 2 11	304 16 4	190
Retford	69	311 7	1,376 6 0	425 2 4	4,863 3 0	31 2 1	- - -	2 8 0	4,896 13 1	2,082 17 7	875
Rushcliffe	28	122 5	138 0 10	316 9 5	1,815 0 0	- - -	- - -	- - -	1,815 0 0	585 12 2	244
Southwell	33	118 3	282 15 9	197 19 4	1,674 0 0	- - -	- - -	11 9 0	1,685 9 0	648 2 3	173
	286	1,299 7	3,108 2 1	1,791 19 10	20,127 12 10	250 13 1	- - -	94 10 0	20,472 15 11	8,198 9 4	3,416

COUNTY OF MONMOUTH.

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
37 14 7	52 1 10	330 0 0	198 19 1	- - -	8 5 0	- - -	23 2 9	1,623 13 5	368 2 4	8 14 9	300 0 0	—	5
92 15 1	0 19 6	101 18 1	125 8 0	- - -	- - -	- - -	0 14 5	1,199 6 1	124 2 5	21 9 8	—	—	-
66 19 6	85 4 2	- - -	164 3 0	0 10 0	- - -	- - -	12 9 8	1,313 13 4	127 9 7	56 15 0	—	—	-
187 10 10	11 4 4	- - -	121 1 5	- - -	- - -	- - -	9 17 7	1,208 13 7	148 11 7	68 8 10	—	—	-
26 18 4	112 7 4	- - -	144 19 9	116 7 0	- - -	- - -	- - -	1,132 1 10	183 14 11	99 12 2	—	—	-
360 7 0	66 12 7	- - -	188 19 9	- - -	- - -	- - -	29 11 10	1,793 17 11	148 3 8	176 18 4	—	—	-
144 13 8	62 7 11	305 0 0	148 11 7	29 6 7	- - -	- - -	50 14 5	1,543 8 1	199 15 0	320 10 5	—	—	-
26 12 10	41 6 11	- - -	118 5 4	35 3 0	- - -	- - -	- - -	850 0 7	94 8 3	104 2 5	—	—	-
943 11 10	432 4 7	736 18 1	1,21[illegible] 7 11	181 6 7	8 5 0	- - -	126 10 8	10,664 14 10	1,394 7 9	856 11 7	300 0 0	—	-

COUNTY OF NORFOLK.

226 4 6	65 16 4	- - -	338 1 1	- - -	- - -	- - -	- - -	1,712 7 1	59 8 0	521 12 3	—	—	-

COUNTY OF NORTHAMPTON.

,019 9 8	158 15 5	- - -	278 19 8	- - -	- - -	- - -	1 1 0	3,595 2 4	329 1 0	83 14 3	—	—	-
,022 18 2	163 19 9	373 11 5	239 15 11	45 0 0	- - -	- - -	20 9 7	3,226 10 1	269 9 1	185 13 6	300 0 0	—	5
,361 8 2	451 19 10	372 18 2	212 10 7	32 0 0	- - -	- - -	83 17 8	4,056 7 6	623 8 6	144 7 6	—	—	-
,444 2 11	92 13 6	- - -	225 16 8	386 0 0	- - -	- - -	- - -	3,952 8 7	79 17 11	371 1 1	—	—	-
,058 8 7	315 15 1	- - -	273 3 2	217 9 10	- - -	- - -	0 5 0	3,351 4 8	179 5 5	212 13 1	—	—	-
305 7 11	329 14 1	- - -	319 8 8	53 1 2	- - -	- - -	36 12 10	3,093 4 8	218 8 3	303 3 11	—	—	-
721 1 5	145 8 1	- - -	200 7 5	70 14 0	- - -	- - -	37 12 2	2,237 11 10	107 17 1	188 8 9	—	—	-
438 17 4	110 12 10	- - -	184 7 6	47 10 2	- - -	- - -	- - -	2,191 1 4	143 16 4	111 9 7	—	—	-
,465 5 9	320 5 10	- - -	354 13 6	- - -	- - -	- - -	36 17 5	4,478 17 9	211 8 0	734 19 1	—	—	-
838 9 2	197 19 10	- - -	382 13 5	- - -	- - -	- - -	- - -	4,893 12 2	674 10 4	265 12 6	—	—	-
675 9 1	2,287 4 3	746 9 7	2,671 16 6	851 15 2	- - -	- - -	216 15 8	35,076 0 11	2,837 1 11	2,601 3 3	300 0 0	—	-

COUNTY OF NORTHUMBERLAND.

,542 2 9	108 6 11	- - -	344 7 11	609 5 1	- - -	- - -	56 7 7	6,436 7 7	617 8 4	135 3 3	—	—	-
108 5 1	3 4 4	- - -	95 8 11	23 9 6	- - -	- - -	0 3 0	938 9 2	674 11 5	31 8 1	—	—	-
5 2 7	1 18 9	- - -	72 0 0	- - -	- - -	- - -	3 17 9	740 3 0	65 8 2	28 8 7	—	—	-
80 18 6	48 6 4	115 15 10	444 0 10	347 7 3	- - -	- - -	96 1 10	5,183 6 8	519 5 10	959 8 11	—	—	-
736 8 11	161 16 4	115 15 10	955 17 8	980 1 10	- - -	- - -	156 10 2	13,298 6 5	1,876 13 9	1,154 8 10	—	—	-

COUNTY OF NOTTINGHAM.

050 4 2	208 7 7	- - -	217 2 0	- - -	- - -	- - -	58 4 6	3,225 5 7	438 18 0	307 17 5	—	—	-
167 6 7	55 12 8	- - -	157 14 11	- - -	- - -	- - -	- - -	1,166 19 11	101 5 5	149 10 10	—	—	-
008 15 4	214 3 11	- - -	228 8 5	49 5 3	- - -	- - -	99 12 2	4,041 12 10	322 12 9	165 3 5	—	—	-
699 7 5	167 2 1	84 18 6	204 3 5	- - -	- - -	- - -	18 9 0	2,763 6 3	258 6 8	436 11 4	—	—	-
227 4 2	47 1 10	- - -	140 18 1	138 16 0	- - -	- - -	- - -	1,049 7 2	256 1 0	30 8 0	—	—	-
225 18 4	179 0 5	- - -	227 14 3	256 17 4	- - -	- - -	13 3 6	4,861 7 1	1,562 10 1	576 0 5	—	—	-
376 13 0	298 12 3	- - -	189 11 5	- - -	- - -	- - -	18 11 0	1,713 16 2	285 8 8	362 13 5	—	—	-
280 2 3	129 19 9	- - -	141 1 0	38 19 0	- - -	- - -	123 6 4	1,535 6 10	288 19 0	54 0 5	—	—	-
035 11 3	1,300 0 6	84 18 6	1,506 13 6	483 17 7	- - -	- - -	331 6 6	20,357 1 10	3,514 1 7	2,082 5 3	—	—	-

COUNTY OF OXFORD.

NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1865.		RECEIPTS.						
		In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Tea Labo
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Bampton, East - - 24	112 3	1,146 15 7	30 4 8	2,531 0 0	- - -	- - -	12 1 10	2,543 1 10	1,940 0 10	30
Bampton, West - - 23	119 5	927 17 7	- - -	2,019 0 0	169 15 2	- - -	33 19 1	2,222 14 3	1,777 16 0	07 1
Banbury and Bloxham - 33	118 4	214 4 1	293 1 0	2,929 11 0	- - -	- - -	39 9 10	2,969 0 10	1,354 15 5	515
Bicester - - - 36	150 7	117 16 8	531 4 3	3,260 5 0	47 0 0	- - -	4 2 10	3,311 7 10	1,858 2 3	437
Bullingdon - - - 55	*118 6	1,493 13 2	233 7 2	4,614 10 0	29 12 6	- - -	120 12 10	4,764 15 4	2,997 17 10	485 1
Chadlington - - 43	166 2	485 6 1	34 12 8	1,978 0 0	- - -	- - -	71 0 3	2,049 0 3	1,791 8 9	16
Henley - - - 20	241 3	439 14 3	- - -	1,966 6 10	- - -	- - -	11 8 6	1,977 15 4	956 4 7	429
Watlington - - - 39	153 0	399 12 2	150 11 11	2,996 3 3	- - -	- - -	10 4 4	3,006 7 7	1,059 5 2	223 1
Wootton - - - 34	126 7	284 18 10	76 14 11	1,450 0 0	- - -	- - -	84 10 4	1,534 10 4	747 8 1	277 1
307	1,307 5	5,509 18 5	1,349 16 7	23,744 16 1	246 7 8	- - -	387 9 10	24,378 13 7	14,482 18 11	2,482 1

* Approximate.

COUNTY OF SALOP.

Bishop's Castle - - 27	*450 0	119 3 0	247 8 3	3,234 5 0	- - -	- - -	2 11 8	3,236 16 8	1,649 8 5	428
Bridgnorth - - - 31	207 7	511 18 7	6 14 0	1,793 0 0	- - -	- - -	- - -	1,793 0 0	1,049 14 0	262
Church Stretton - - 14	159 1	85 3 6	42 6 2	1,232 8 0	- - -	- - -	33 0 0	1,265 8 0	554 19 1	196
Cleobury Mortimer and Kidderminster - - 19	182 0	314 7 9	77 18 8	1,742 7 3	- - -	- - -	- - -	1,742 7 3	945 12 9	448
Condover - - - 37	218 6	141 12 6	227 1 3	2,553 10 0	- - -	- - -	4 15 7	2,558 5 7	1,038 19 6	277
Drayton - - - 11	170 7	82 17 8	156 9 2	775 0 0	- - -	- - -	- - -	775 0 0	389 2 5	122
Ludlow - - - - 23	162 0	102 2 5	125 7 3	1,537 10 0	- - -	- - -	3 0 0	1,540 10 0	623 12 11	272
Newport - - - 14	83 0	142 3 7	60 8 9	787 5 2	- - -	- - -	8 16 1	796 1 3	221 18 9	179
Oswestry - - - 13	257 2	148 8 1	93 9 0	1,955 5 0	- - -	- - -	3 3 10	1,958 8 10	947 17 1	137
Pimhill - - - 12	112 3	68 5 1	55 5 4	1,008 10 0	- - -	- - -	0 10 0	1,009 0 0	423 12 8	62
Wem - - - - 12	176 0	42 7 0	375 5 11	1,843 10 0	- - -	- - -	9 16 6	1,853 6 6	471 7 10	340
Wrekin - - - - 13	120 6	206 11 3	58 11 4	1,125 5 6	- - -	- - -	13 19 11	1,139 5 5	646 6 8	213
226	2,300 0	1,965 0 5	1,526 5 1	19,587 15 11	- - -	- - -	79 13 7	19,667 9 6	8,962 12 1	2,940

* Estimated.

COUNTY OF SOMERSET.

Axbridge - - - 38	346 3	448 14 0	378 19 3	6,166 0 0	157 15 9	- - -	17 0 4	6,340 16 1	1,318 15 7	270
Bridgwater - - 39	303 0	390 11 8	214 13 11	3,933 17 6	2 11 3	250 0 0	82 5 6	4,268 14 3	1,677 1 2	542
Clutton - - - 31	219 6	202 8 4	108 12 8	3,231 5 0	- - -	- - -	5 9 9	3,236 14 9	1,076 5 3	555
Crewkerne - - - 20	106 7	37 12 7	75 17 10	1,303 0 0	- - -	- - -	0 17 6	1,303 17 6	447 6 9	167
Dulverton - - - 13	230 0	140 19 4	105 13 2	1,542 6 2	60 6 8	250 0 0	- - -	1,852 12 10	1,254 2 0	- -
Dunster - - - 16	185 0	287 15 5	29 2 11	1,883 17 6	82 0 0	- - -	44 4 8	2,010 2 2	1,173 7 5	681
Frome - - - - 29	178 5	286 9 8	47 10 7	1,821 0 0	- - -	- - -	1 14 3	1,822 14 3	550 18 6	290
Ilminster - - - 31	183 6	61 19 7	91 19 3	1,430 2 0	- - -	- - -	18 18 3	1,449 0 3	667 15 0	217
Keynsham - - - 14	107 0	86 16 0	49 0 6	1,161 13 1	- - -	- - -	- - -	1,161 13 1	723 11 3	167
Langport - - - 22	165 0	511 17 0	32 10 7	2,112 0 0	- - -	- - -	9 0 7	2,121 0 7	561 13 3	238
Long Ashton - - 23	178 0	128 17 11	128 7 3	2,359 18 6	- - -	- - -	68 4 3	2,428 2 9	785 19 10	440
Milverton - - - 19	187 0	261 1 7	301 9 1	2,697 5 0	- - -	- - -	- - -	2,697 5 0	1,275 7 10	40
Shepton Mallet - - 24	188 7	87 17 10	179 7 11	2,059 10 0	- - -	- - -	19 2 6	2,078 12 6	520 6 11	0
Taunton - - - 37	247 1	803 16 9	88 0 2	3,269 19 10	14 8 4	- - -	- - -	3,284 8 2	1,394 12 1	6
Wells - - - - 17	208 6	271 11 4	88 7 8	3,050 0 0	114 1 7	- - -	46 13 0	3,210 14 7	722 9 11	600
Weston - - - - 20	129 4	440 5 8	51 14 0	2,698 0 0	- - -	- - -	3 3 6	2,701 3 6	1,069 10 4	319
Williton - - - 19	194 1	264 0 10	131 5 2	1,950 3 4	124 12 7	- - -	17 6 6	2,092 2 5	1,178 11 1	440
Wincanton - - - 42	212 1	352 12 8	323 2 5	2,778 16 0	- - -	- - -	*191 11 9	2,970 7 9	1,343 7 11	564
Yeovil - - - - 33	190 3	157 2 8	195 13 5	2,103 10 0	- - -	- - -	3 15 6	2,107 5 6	796 12 10	348
487	3,756 2	5,222 10 10	2,621 12 9	47,552 3 11	555 16 2	500 0 0	529 7 10	49,137 7 11	18,537 14 11	5,892

* Including 184*l.* from Railway Company.

COUNTY OF OXFORD.

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
0 12 3	10 0 0	20 0 0	199 4 4	137 11 0	- - -	- - -	7 17 10	2,345 6 9	1,320 12 10	6 6 10	—	—	-
70 7 5	141 11 6	- - -	182 7 11	41 12 0	- - -	- - -	38 8 10	2,320 1 8	830 10 2	—	—	—	-
710 5 10	87 10 2	- - -	199 2 2	50 18 0	- - -	- - -	3 10 2	2,921 10 9	147 8 6	178 15 4	—	—	-
219 5 9	51 12 11	- - -	166 3 0	- - -	- - -	- - -	- - -	2,732 10 7	279 15 1	114 5 5	—	—	-
871 8 2	102 2 11	- - -	220 12 4	- - -	- - -	- - -	15 15 11	4,693 14 2	1,585 3 4	253 16 2	—	—	-
68 6 3	43 16 5	- - -	216 16 2	74 3 6	- - -	- - -	5 13 11	2,216 6 7	307 12 8	24 5 7	—	—	-
244 9 3	35 15 9	- - -	320 10 1	- - -	- - -	- - -	- - -	1,986 0 0	431 9 7	—	—	—	-
760 13 8	100 5 4	- - -	252 9 5	- - -	- - -	- - -	46 7 0	2,442 10 9	824 5 11	11 8 10	—	—	-
318 4 5	27 6 6	- - -	204 6 4	12 1 7	- - -	- - -	- - -	1,586 18 4	205 3 5	49 7 6	—	—	-
3,263 13 0	600 1 6	20 0 0	1,961 11 9	316 6 1	- - -	- - -	117 13 8	23,244 19 7	5,932 1 6	638 5 8	—	—	-

COUNTY OF SALOP.

198 17 3	118 10 7	- - -	225 0 0	572 1 8	- - -	- - -	10 2 1	3,202 1 10	136 18 7	230 9 0	—	—	-
132 10 4	71 7 8	- - -	221 5 0	131 5 0	- - -	- - -	- - -	1,868 10 9	437 2 1	7 8 3	—	—	-
165 9 9	5 13 6	60 0 0	146 18 0	49 8 0	20 0 0	40 0 0	4 16 0	1,243 17 2	84 11 2	20 3 0	360 0 0	—	5
43 16 9	55 6 3	- - -	197 12 3	111 5 0	- - -	- - -	- - -	1,801 16 0	272 4 6	95 4 2	—	—	-
407 18 9	25 6 10	165 5 10	259 4 5	55 10 6	- - -	- - -	4 2 6	2,234 4 6	266 6 3	27 13 11	—	—	-
214 2 2	34 19 0	- - -	157 13 5	- - -	- - -	- - -	3 1 3	921 6 7	117 2 3	337 0 4	—	—	-
401 18 10	3 19 0	20 3 0	244 8 3	- - -	- - -	- - -	0 8 0	1,566 10 11	65 17 2	115 2 11	—	—	-
147 18 5	21 6 9	- - -	137 10 4	- - -	- - -	- - -	- - -	707 17 7	173 7 5	3 8 11	—	—	-
524 6 2	15 8 0	- - -	277 11 7	- - -	- - -	- - -	2 17 8	1,905 10 4	127 16 7	19 19 0	—	—	-
176 3 6	9 6 0	- - -	115 4 7	- - -	- - -	- - -	- - -	787 2 3	234 17 6	—	—	—	-
420 19 5	38 18 9	- - -	164 14 0	- - -	- - -	- - -	16 12 1	1,452 16 1	141 2 2	73 10 8	—	—	-
37 18 6	40 16 10	- - -	121 4 4	- - -	- - -	- - -	58 2 6	1,117 16 4	215 0 4	45 11 4	—	—	-
2,871 19 10	440 19 2	245 8 10	2,268 6 2	919 10 2	20 0 0	40 0 0	100 2 1	18,809 10 4	2,272 6 0	975 11 6	360 0 0	—	-

COUNTY OF SOMERSET.

3,930 4 3	255 4 8	74 12 11	380 17 4	- - -	- - -	- - -	8 6 7	6,238 4 8	618 16 4	446 10 2	—	—	-
780 9 10	86 12 8	363 2 3	373 0 1	73 4 2	12 10 0	41 13 4	102 1 0	4,051 16 10	501 13 11	108 18 9	208 6 8	—	5
914 19 7	155 3 3	- - -	298 6 0	- - -	- - -	- - -	152 2 5	3,152 3 10	274 0 4	95 13 9	—	—	-
292 7 3	69 8 1	- - -	161 12 8	15 14 6	- - -	- - -	44 15 0	1,198 5 1	97 11 2	30 4 0	—	—	-
- -	59 16 2	187 19 10	173 8 6	- - -	- - -	- - -	0 7 6	1,675 14 0	284 19 10	72 14 10	250 0 0	—	5½
116 3 1	98 19 5	- - -	163 18 8	- - -	- - -	- - -	- - -	2,234 3 9	197 7 5	162 16 6	—	—	-
488 17 4	98 1 11	- - -	283 2 8	100 5 0	- - -	- - -	10 4 9	1,821 17 7	313 11 2	73 15 5	—	—	-
179 7 3	43 11 9	12 9 0	198 14 0	3 4 8	- - -	- - -	- - -	1,322 12 9	131 12 3	35 4 5	—	—	-
88 1 11	35 15 9	46 0 0	191 7 7	2 3 6	- - -	- - -	30 1 7	1,284 10 7	32 0 3	117 2 3	—	—	-
222 14 11	39 11 3	254 4 3	242 14 9	404 14 8	- - -	- - -	10 0 0	1,974 8 7	637 11 10	11 13 5	—	—	-
721 13 2	44 17 8	58 6 8	188 7 8	- - -	- - -	- - -	2 4 0	2,242 0 6	270 8 10	83 15 11	—	—	-
924 1 4	220 0 4	41 11 9	260 14 8	- - -	- - -	- - -	39 6 6	2,801 15 11	232 5 0	377 3 5	—	—	-
1,191 9 4	46 18 10	- - -	216 6 3	21 19 0	- - -	- - -	32 3 2	2,029 16 6	27 8 8	70 2 9	—	—	-
1,482 13 4	85 9 9	- - -	295 0 10	- - -	- - -	- - -	- - -	3,264 8 9	874 8 2	138 12 2	—	—	-
1,332 12 5	286 6 5	- - -	228 19 11	- - -	- - -	- - -	26 1 2	3,196 11 5	348 15 9	151 8 11	—	—	-
766 7 6	278 2 11	- - -	205 7 0	77 0 0	- - -	- - -	2 0 0	2,717 18 7	422 12 0	50 15 5	—	—	-
10 12 4	46 0 11	- - -	245 18 10	- - -	- - -	- - -	- - -	1,921 18 6	317 3 4	14 3 9	—	—	-
443 9 10	140 0 11	- - -	234 15 3	132 2 8	- - -	- - -	33 12 5	2,892 4 5	359 6 1	251 12 6	—	—	-
337 16 1	50 5 8	- - -	243 0 0	12 11 10	- - -	- - -	- - -	1,788 14 11	292 8 5	12 13 7	—	—	-
1,224 0 9	2,140 8 4	1,038 6 8	4,585 12 8	843 0 0	12 10 0	41 13 4	493 6 1	47,809 7 2	6,234 0 9	2,305 1 11	458 6 8	—	-

COUNTY OF STAFFORD.

NAME OF DISTRICT.	Returns.	Length of Highways	BALANCE, 31st December 1865. In Hand.	BALANCE, 31st December 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Money Borrowed.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour, including Contract Work.	Team Labou
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s
Burton-upon-Trent	17	89 7	119 0 11	49 10 3	871 0 0	- - -	- - -	- - -	871 0 0	355 8 11	84 1

COUNTY OF SUFFOLK.

Blackbourne	48	312 2	223 9 2	156 8 7	1,725 0 0	- - -	- - -	39 0 10	1,764 0 10	522 10 1	261 1
Hartismere	32	176 1	106 3 5	196 0 1	1,074 15 0	- - -	- - -	3 6 6	1,078 1 6	312 1 7	107 1
Lavenham	55	395 0	429 11 2	70 8 5	2,277 0 0	- - -	180 0 0	117 4 8	2,574 4 8	658 1 9	355
Mildenhall	22	*150 0	78 11 6	126 16 6	1,365 0 0	111 8 6	200 0 0	15 10 4	1,691 18 10	416 15 10	332
Wickhambrook	51	278 0	862 4 0	150 7 11	3,906 10 0	- - -	- - -	2 8 0	3,908 18 0	2,541 8 6	3
	208	1,311 3	1,699 19 3	700 1 6	10,348 5 0	111 8 6	380 0 0	177 10 4	11,017 3 10	4,450 17 9	1,060

* Estimated.

COUNTY OF SURREY.

Blackheath	11	125 0	163 8 11	100 2 3	2,103 0 0	- - -	- - -	22 11 0	2,125 11 0	767 14 0	401 1
Chertsey	9	139 7	100 16 3	89 7 8	1,447 4 0	- - -	- - -	40 5 2	1,487 9 2	545 1 4	269 1
Croydon	9	103 2	478 5 2	- - -	2,680 0 0	- - -	- - -	35 2 4	2,715 2 4	966 9 0	194 1
Dorking	9	95 3	194 13 7	171 2 0	1,641 10 0	- - -	500 0 0	*304 0 10	2,445 10 10	549 15 9	460 1
Epsom	11	70 3	169 4 9	220 15 2	2,854 17 3	82 4 0	- - -	36 19 3	2,974 0 6	781 3 5	- -
Farnham	6	108 5	88 1 11	101 10 7	1,626 0 0	- - -	- - -	- - -	1,626 0 0	412 12 8	327 1
Godalming	10	142 4	157 0 1	114 2 4	2,051 0 0	- - -	- - -	2 5 0	2,053 5 0	759 16 10	508 1
Godstone	15	178 5	369 10 0	90 19 11	3,345 11 10	- - -	- - -	- - -	3,345 11 10	1,840 19 6	972 1
Guildford	13	161 6	327 14 11	225 16 3	1,361 0 0	- - -	- - -	16 1 6	1,377 1 6	405 16 0	278
Kingston	17	115 7	361 8 8	317 11 5	3,601 0 0	47 16 0	- - -	254 5 0	3,903 1 0	928 12 4	292 1
Reigate	12	164 0	902 9 3	20 7 8	3,225 0 0	- - -	- - -	61 10 6	3,286 10 6	1,239 12 6	1,296 1
	122	1,405 2	3,312 13 6	1,451 15 3	25,936 3 1	130 0 0	500 0 0	773 0 7	27,339 3 8	8,697 13 4	4,998

* Including 300*l.* received in discharge of liability to repair Etherlie Lane, and invested in Consols.

COUNTY OF SUSSEX.

Hastings	32	*210 0	421 1 2	87 5 9	4,177 0 0	- - -	- - -	2 0 0	4,179 0 0	1,300 4 10	1,241 1
Mark Cross	4	156 0	764 2 7	- - -	3,514 0 0	28 12 8	1,000 0 0	0 5 0	4,542 17 8	1,277 10 2	1,077
	36	366 0	1,185 3 9	87 5 9	7,691 0 0	28 12 8	1,000 0 0	2 5 0	8,721 17 8	2,577 15 0	2,318 1

* Including 11 miles 7 furlongs of Turnpike Road maintained out of Highway Rate.

COUNTY OF WARWICK.

Alcester	17	102 6	74 1 5	24 11 5	1,039 18 4	- - -	- - -	- - -	1,039 18 4	517 8 2	170 1
Henley-in-Arden	17	161 2	153 2 11	83 1 4	852 6 0	- - -	- - -	3 14 8	856 0 8	438 5 8	74 1
Kineton	23	91 3	74 15 6	49 18 1	2,053 13 3	- - -	- - -	273 1 0	2,326 14 3	864 11 4	502
Stratford-upon-Avon	21	88 7	316 1 2	45 7 7	1,436 10 0	45 0 0	- - -	4 5 0	1,485 15 0	594 0 3	196 1
	78	444 2	618 1 0	202 18 5	5,382 7 7	45 0 0	- - -	281 0 8	5,708 8 3	2,414 5 5	944

COUNTY OF STAFFORD.

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
166 7 8	- - -	- - -	199 3 4	- - -	- - -	- - -	3 11 0	809 8 5	187 17 3	56 15 0	—	—	-

COUNTY OF SUFFOLK.

580 6 7	92 5 4	- - -	187 19 5	- - -	- - -	- - -	3 13 0	1,648 13 0	246 3 2	63 14 9	—	—	-
311 3 6	32 9 3	- - -	176 13 9	- - -	- - -	- - -	- - -	940 4 7	151 17 1	103 16 10	—	—	-
534 1 9	220 15 2	188 18 0	586 5 11	- - -	- - -	- - -	63 4 8	2,606 14 11	458 2 5	131 9 11	180 0 0	—	5
321 7 10	95 5 0	169 14 2	223 6 3	- - -	- - -	- - -	3 3 6	1,561 16 7	172 17 10	91 0 7	200 0 0	—	5
644 18 6	289 8 10	- - -	284 10 8	- - -	- - -	- - -	98 5 9	3,861 12 3	787 9 5	28 7 7	—	—	-
391 18 2	730 3 7	358 12 2	1,458 16 0	- - -	- - -	- - -	168 6 11	10,619 1 4	1,816 9 11	418 9 8	380 0 0	—	-

COUNTY OF SURREY.

672 14 3	98 1 9	- - -	285 11 8	161 3 0	- - -	- - -	6 9 0	2,393 8 1	77 13 4	282 3 9	—	—	-
115 9 9	149 12 0	- - -	238 3 3	- - -	- - -	- - -	3 14 3	1,321 11 11	216 9 10	39 4 0	—	—	-
790 16 4	160 13 4	- - -	272 4 2	- - -	- - -	- - -	- - -	3,384 12 10	143 0 7	334 5 11	—	—	-
210 10 8	100 2 8	483 17 3	181 17 2	- - -	36 17 6	- - -	*306 13 9	2,330 8 1	156 11 0	17 16 8	1,000 0 0	—	5
649 5 4	468 13 0	- - -	251 7 8	- - -	- - -	- - -	23 5 0	3,173 14 5	117 4 3	368 8 7	—	—	-
386 19 6	64 16 11	- - -	198 14 6	- - -	- - -	- - -	2 0 9	1,392 16 6	245 4 5	25 9 7	—	—	-
406 18 7	58 15 3	20 0 0	195 5 3	35 4 4	- - -	- - -	- - -	1,979 19 6	163 1 11	46 18 8	—	—	-
578 18 9	247 17 0	- - -	318 4 5	13 15 1	- - -	- - -	88 7 6	3,560 19 7	289 5 0	226 2 8	—	—	-
599 12 4	79 17 5	- - -	204 17 4	- - -	- - -	- - -	0 15 0	1,568 18 2	169 19 7	259 17 7	—	—	-
935 16 0	818 2 9	- - -	440 18 8	- - -	- - -	- - -	60 10 11	4,476 15 1	264 5 8	794 2 6	—	—	-
707 0 11	145 6 3	261 12 9	315 0 0	- - -	- - -	- - -	38 0 8	4,003 10 2	428 8 7	263 6 8	—	—	-
054 2 5	2,391 18 4	765 10 0	2,902 4 1	210 2 5	36 17 6	- - -	529 16 10	29,586 14 4	2,271 4 2	2,657 16 7	1,000 0 0	—	-

* Including 300*l.* received in discharge of liability to repair Etherlie Lane, and invested in Consols.

COUNTY OF SUSSEX.

52 5 1	147 19 4	- - -	350 19 11	395 18 5	- - -	- - -	21 14 10	3,910 18 6	633 17 0	32 0 1	—	—	-
08 8 7	217 5 6	241 19 0	244 18 6	- - -	- - -	- - -	4 2 10	4,171 5 3	1,161 18 11	26 3 11	1,000 0 0	—	5
60 13 8	365 4 10	241 19 0	595 18 5	395 18 5	- - -	- - -	25 17 8	8,082 3 9	1,795 15 11	58 4 0	1,000 0 0	—	-

COUNTY OF WARWICK.

89 3 8	69 6 9	- - -	171 3 11	- - -	- - -	- - -	40 2 7	1,058 5 0	78 3 10	47 0 6	—	—	-
57 7 7	27 8 7	29 15 7	157 15 6	- - -	- - -	- - -	- - -	895 3 4	131 12 7	100 13 8	—	—	-
37 19 8	34 10 6	61 10 6	133 10 0	173 19 10	- - -	- - -	- - -	2,238 2 2	273 9 2	159 19 8	—	—	-
05 1 2	56 19 2	- - -	183 10 1	21 7 0	- - -	- - -	- - -	1,257 15 8	527 1 10	28 8 11	—	—	-
29 12 1	188 5 0	91 6 1	645 19 6	195 6 10	- - -	- - -	40 2 7	5,449 6 2	1,010 7 5	336 2 9	—	—	-

COUNTY OF WILTS.

NAME OF DISTRICT.	Returns.	Length of Highways	BALANCE, 31st December 1865. In Hand.	BALANCE, 31st December 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. From Turnpike Trusts.	RECEIPTS. Money Borrowed.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour, including Contract Work.	Team Labo
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Amesbury	23	95 2	100 5 5	19 0 2	764 19 2	- - -	- - -	- - -	764 19 2	414 11 11	231 1
Calne	11	78 0	19 11 1	227 7 10	1,506 0 5	315 10 5	- - -	57 15 5	1,879 6 3	564 5 10	95 1
Chippenham	29	221 0	233 19 6	371 4 1	3,114 17 11	- - -	- - -	306 13 4	3,421 11 3	1,659 8 7	399
Cricklade	12	69 4	195 18 1	5 7 6	1,149 12 4	- - -	- - -	33 8 10	1,183 1 2	347 17 4	172
Devizes	29	*175 0	199 19 3	303 9 10	2,368 11 3	85 6 3	- - -	25 16 0	2,479 13 6	904 10 9	893
Everley and Pewsey	27	170 0	159 6 0	47 3 8	1,395 0 0	9 7 6	- † - -	13 7 0	1,417 14 6	782 7 7	220
Hindon	32	271 1	138 16 11	452 13 3	3,984 0 0	- - -	- - -	33 11 0	4,017 11 0	1,623 3 6	721
Malmesbury	28	232 7	252 14 8	349 16 7	2,948 0 0	- - -	1,200 0 0	22 7 4	4,170 7 4	1,854 16 9	489
Marlborough	25	253 4	224 12 9	189 18 3	2,282 0 0	16 16 0	- - -	36 7 6	2,335 3 6	1,012 6 7	618
Salisbury	48	307 6	182 8 0	484 10 9	2,348 4 0	- - -	- - -	25 2 8	2,373 6 8	683 19 7	292
Swindon	21	181 3	162 6 7	1,251 3 3	6,989 0 0	196 13 7	- - -	74 6 8	7,260 0 3	1,487 6 5	1,172 1
Trowbridge	27	185 0	477 11 10	53 14 5	2,605 19 0	- - -	- - -	59 1 0	2,665 0 0	1,140 7 9	742 1
Warminster	23	105 2	81 4 3	121 5 1	1,081 0 0	- - -	- - -	9 0 0	1,090 0 0	584 19 4	116 1
	335	2,345 5	2,428 14 4	3,876 14 8	32,537 4 1	623 13 9	1,200 0 0	696 16 9	35,057 14 7	13,060 1 11	6,165

* Estimated. † 75*l.* owing previously to passing of Highway Act.

COUNTY OF WORCESTER.

Evesham	19	71 0	258 18 1	53 14 9	1,361 10 0	- - -	- - -	13 5 6	1,374 15 6	596 19 5	286 1
Kidderminster	14	141 7	541 6 4	16 16 9	1,147 5 4	- - -	- - -	7 8 3	1,154 13 7	604 15 7	127 1
Martley	26	147 1	217 6 6	49 11 11	2,590 0 0	- - -	850 0 0	5 0 0	3,445 0 0	1,029 13 10	702
Redditch	10	159 2	11 0 8	159 15 5	1,235 5 6	- - -	- - -	11 14 4	1,246 19 10	623 19 8	92
Shipston-on-Stour	31	110 3	188 19 2	113 10 11	2,277 2 6	- - -	- - -	9 0 2	2,286 2 8	534 16 11	486
Tenbury	19	93 4	71 0 8	113 13 1	1,616 0 0	- - -	- - -	40 0 0	1,656 0 0	815 15 3	522 1
Upton-on-Severn	20	157 0	276 8 8	28 9 4	1,867 0 0	- - -	- - -	- - -	1,867 0 0	426 8 2	618
Upton Snodsbury	32	121 5	405 10 5	64 11 5	1,666 2 7	- - -	155 0 0	2 15 9	1,823 18 4	546 1 1	259 1
	171	1,001 6	1,970 10 6	600 3 7	13,760 5 11	- - -	1,005 0 0	89 4 0	14,854 9 11	5,178 9 11	3,095

COUNTY OF YORK.

Eccleshall and Bradfield	2	171 0	- - -	912 4 6	4,601 0 0	- - -	- - -	57 6 0	4,658 6 0	1,785 19 3	795 1
Lower Strafforth and Tickhill	55	299 5	455 0 7	369 17 2	8,280 0 0	- - -	- - -	285 12 9	8,565 12 9	3,471 0 4	1,541
Settle	31	254 6	87 15 3	33 16 5	1,419 0 0	- - -	- - -	0 8 0	1,419 8 0	475 3 5	63
Staincliffe, East	50	264 0	138 16 8	359 14 1	5,066 0 0	119 3 2	100 0 0	87 18 3	5,373 1 5	5,211 8 9	- -
	138	989 3	681 12 6	1,675 12 2	19,366 0 0	119 3 2	100 0 0	431 5 0	20,016 8 2	10,943 11 9	2,400

NORTH WALES.

COUNTY OF DENBIGH.

Abergele	6	125 3	34 15 10	16 6 3	885 0 0	- - -	- - -	4 18 6	890 18 6	493 9 2	161 1
Llangollen	11	240 6	231 17 8	102 19 0	1,232 10 0	- - -	- - -	3 13 6	1,236 3 6	913 16 4	0 1
Llanrwst	9	260 0	137 6 4	6 15 3	690 7 4	- - -	- - -	- - -	690 7 4	360 0 3	54 1
Ruthin	15	194 0	92 8 6	74 17 3	909 0 3	- - -	- - -	- - -	909 0 3	451 10 1	155
Wrexham	32	249 4	500 3 1	155 7 6	2,582 10 0	- - -	- - -	6 11 8	2,589 1 8	1,394 8 8	603 1
	73	1,069 5	996 11 5	356 5 3	6,300 7 7	- - -	- - -	15 3 8	6,315 11 3	3,613 4 6	975 1

COUNTY OF WILTS.

EXPENDITURE.									BALANCE, 31st December 1866.		DEBTS.		Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Improvements.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
29 16 11	60 4 1	79 2 6	111 16 4	- - -	- - -	- - -	- - -	927 4 8	75 0 6	156 0 9	—	—	-
553 0 6	25 3 5	- - -	156 0 9	216 9 2	- - -	- - -	- - -	1,610 14 4	117 7 1	56 11 11	—	—	-
640 5 1	65 6 2	- - -	333 10 5	- - -	- - -	- - -	161 5 10	3,258 19 5	331 3 6	305 16 3	—	—	-
531 5 11	13 15 5	- - -	111 4 2	- - -	- - -	- - -	2 19 6	1,179 10 2	198 18 11	4 17 4	—	—	-
267 5 5	69 7 11	164 18 4	246 3 6	- - -	- - -	- - -	41 15 1	2,587 2 6	237 12 10	448 12 5	—	—	-
131 6 9	46 14 9	- - -	208 5 4	- - -	3 15 0	25 0 0	- - -	1,417 16 10	156 16 7	44 16 7	50 0 0	—	5
733 12 10	51 2 5	- - -	402 4 8	- - -	- - -	- - -	45 0 0	3,576 4 1	391 15 0	264 4 5	—	—	-
652 18 6	17 16 1	- - -	185 4 0	87 0 0	- - -	- - -	31 17 0	3,318 15 0	913 7 5	158 17 0	1,200 0 0	—	5
390 6 1	182 18 0	- - -	264 13 9	- - -	- - -	- - -	6 3 6	2,474 14 9	256 3 2	360 19 11	—	—	-
705 13 7	103 5 11	- - -	384 13 8	- - -	- - -	- - -	24 4 11	2,194 2 10	234 8 1	357 7 0	—	—	-
2,585 7 2	163 0 5	- - -	400 2 4	131 8 7	- - -	- - -	- - -	5,940 2 9	568 14 7	337 13 9	—	—	-
518 6 7	125 2 11	42 0 0	322 11 0	20 10 0	- - -	- - -	103 17 11	3,015 8 2	367 1 3	293 12 0	—	—	-
123 9 4	154 4 4	- - -	178 13 1	18 0 0	12 10 0	33 0 0	19 0 7	1,240 8 8	73 15 4	264 4 10	217 0 0	—	5
7,862 14 8	1,078 1 10	286 0 10	3,305 3 0	473 7 9	16 5 0	58 0 0	436 4 4	32,741 4 2	3,922 4 3	3,053 14 2	1,467 0 0	—	-

COUNTY OF WORCESTER.

262 8 10	24 17 9	- - -	146 5 2	14 4 2	- - -	- - -	0 5 0	1,331 12 7	286 10 10	38 4 7	—	—	-
127 19 11	76 11 2	- - -	166 2 0	- - -	- - -	- - -	- - -	1,103 0 5	583 10 1	7 7 4	—	—	-
697 6 1	80 1 10	510 8 0	285 12 1	115 2 2	15 0 0	- - -	9 10 1	3,444 17 10	467 14 7	299 17 10	850 0 0	15 0 0	6
174 4 5	89 0 8	- - -	205 7 11	- - -	- - -	- - -	14 14 4	1,199 15 8	29 10 8	131 1 3	—	—	-
665 2 3	53 17 11	60 13 0	235 5 1	64 0 0	- - -	- - -	19 16 6	2,119 13 2	295 15 7	53 17 10	—	—	-
9 5 10	38 5 8	- - -	141 17 2	56 18 4	- - -	- - -	- - -	1,584 17 2	139 19 7	111 9 2	—	—	-
534 2 10	43 10 0	92 17 6	198 2 3	- - -	- - -	- - -	33 14 4	1,946 17 6	297 11 2	129 9 4	—	—	-
531 4 5	32 4 7	487 15 0	245 9 7	- - -	4 0 0	- - -	9 4 0	2,115 12 0	180 12 4	131 7 0	155 0 0	—	5
3,001 14 7	438 9 7	1,151 13 6	1,624 1 3	250 4 8	19 0 0	- - -	87 4 3	14,846 6 4	2,281 4 10	902 14 4	1,005 0 0	15 0 0	-

COUNTY OF YORK.

487 14 3	51 18 11	- - -	352 13 9	39 8 2	- - -	- - -	0 4 1	4,513 13 11	321 1 5	1,088 13 10	—	—	-
702 16 5	186 1 2	- - -	361 2 7	155 2 8	- - -	- - -	147 12 10	7,565 4 0	1,148 13 7	63 1 5	—	—	-
183 7 11	15 3 3	- - -	103 7 8	- - -	- - -	- - -	20 10 6	860 14 5	639 1 7	26 9 2	—	—	-
- -	- - -	426 1 1	287 4 4	29 16 8	- - -	- - -	78 0 2	6,027 11 0	150 2 8	1,025 9 8	100 0 0	—	5
3,373 18 7	253 3 4	426 1 1	1,104 8 4	224 7 6	- - -	- - -	241 7 7	18,967 3 4	2,258 19 3	2,203 14 1	100 0 0	—	-

NORTH WALES.

COUNTY OF DENBIGH.

65 12 7	14 14 10	- - -	123 0 3	77 10 0	- - -	- - -	5 12 6	941 9 11	115 2 7	147 4 5	—	—	-
108 6 7	- - -	- - -	176 13 3	- - -	- - -	- - -	41 7 3	1,240 13 11	192 13 9	68 5 6	—	—	-
11 1 2	10 19 9	- - -	103 19 9	94 16 2	- - -	- - -	- - -	635 9 7	192 13 11	7 5 1	—	—	-
55 19 3	4 19 0	- - -	202 3 11	- - -	- - -	- - -	0 11 6	870 11 9	115 2 7	59 2 10	—	—	-
161 13 4	43 4 8	122 13 3	299 18 9	- - -	- - -	- - -	44 3 5	2,670 0 1	441 2 9	177 5 7	—	—	-
402 12 11	73 18 3	122 13 3	905 15 11	172 6 2	- - -	- - -	91 14 8	6,358 5 3	1,056 15 7	459 3 5	—	—	-

SOUTH WALES.

(*Under 23rd and 24th Victoria, cap.* 68.)

COUNTY OF BRECON.

NAMES OF DISTRICTS, &c.	Returns.	Length of Highways.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour.
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brecon	30	192 0	104 7 5	80 14 8	1,252 10 0	1 10 0	1,254 0 0	768 17
Builth	22	190 6	12 2 5	31 18 7	862 12 9	4 14 0	867 6 9	339 10
Crickhowell	13	153 7	124 3 9	124 9 0	760 0 0	4 9 1	764 9 1	434 18
Devynock	12	217 0	111 17 4	28 6 10	829 9 0	- - -	829 9 0	606 0 1
Talgarth	27	150 6	176 9 11	95 3 8	1,077 13 6	21 9 3	1,099 2 9	493 18
Vaynor	6	74 3	40 11 2	14 1 6	535 0 0	- - -	535 0 0	275 19
Ystradgunlais	8	30 0	37 0 1	33 4 2	316 10 0	- - -	316 10 0	127 15
	118	1,008 6	606 12 1	407 18 5	5,633 15 3	32 2 4	5,665 17 7	3,047 0 1

COUNTY OF CARDIGAN.

Aberayron	14	293 4	17 5 11	19 2 9	668 0 0	- - -	668 0 0	365 12
Cardigan	8	67 1	70 9 7	3 13 9	266 18 5	- - -	266 18 5	116 17
Genuerglyn, Lower	11	87 6	6 2 5	16 3 10	338 10 0	- - -	338 10 0	152 2
Genuerglyn, Upper	7	62 4	11 7 9	42 16 4	227 0 0	- - -	227 0 0	102 1
Lampeter	10	97 6	117 9 6	9 2 9	230 10 0	- - -	230 10 0	160 14
Llandyssil	3	73 0	- - -	36 5 6	254 8 8	0 6 0	254 14 8	139 4
Newcastle Emlyn	9	102 4	12 10 1	3 6 8	346 15 3	- - -	346 15 3	156 16
Tregaron, Lower	15	91 2	28 9 8	11 9 6	383 10 0	4 5 0	387 15 0	215 15
Tregaron, Upper	12	90 5	5 18 7	9 1 4	257 10 0	25 0 0	282 10 0	145 1 1
Ystwyth, Lower	7	90 0	23 6 3	6 10 8	298 0 0	- - -	298 0 0	217 5
Ystwyth, Upper	5	94 0	1 14 6	2 8 5	290 0 0	- - -	290 0 0	163 7
	101	1,150 0	294 14 3	160 1 6	3,561 2 4	29 11 0	3,590 13 4	1,934 18

COUNTY OF CARMARTHEN.

Carmarthen	13	216 2	158 12 4	44 13 2	666 9 9	44 4 5	710 14 2	254 13 1
Clears, St.	13	104 6	52 8 2	33 6 3	813 18 5	7 5 0	821 3 5	244 11
Cross Inn	30	117 6	54 0 7	51 10 9	520 0 0	- - -	520 0 0	249 3 1
Kidwelly	1	9 0	- - -	30 12 5	173 16 10	0 6 3	174 3 1	39 9
Llanboidy	11	159 0	47 19 8	11 16 8	1,323 0 0	18 5 0	1,341 5 0	296 3
Llandilofawr	18	143 7	38 5 10	73 19 9	593 0 6	- - -	593 0 6	212 17
Llandovery	14	170 6	15 3 2	35 10 3	736 10 0	1 5 3	737 15 3	332 6
Llanelly	13	114 7	280 4 2	0 11 6	701 19 2	- - -	701 19 2	433 12
Llangadock	12	89 4	99 2 6	1 12 1	273 8 9	12 0 0	285 8 9	142 0
Llangendeirne	7	161 0	91 14 7	1 0 7	819 8 11	14 11 0	833 19 11	286 14
Llanllawddog	6	96 0	20 8 1	6 16 11	244 6 8	11 1 9	255 8 5	138 8
Llansawel	16	154 1	70 12 4	84 16 1	651 0 0	- - -	651 0 0	301 0
Newcastle Emlyn	6	110 4	18 14 0	32 15 6	340 1 3	33 12 6	373 13 9	126 17
	160	1,647 3	947 5 5	409 1 11	7,857 0 3	142 11 2	7,999 11 5	3,057 18 11

SOUTH WALES.

(*Under 23rd and 24th Victoria, cap.* 68.)

COUNTY OF BRECON.

EXPENDITURE.						BALANCES, 25th March 1866.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	278 7 5	26 4 8	172 11 0	28 17 6	1,274 17 8	58 4 8	55 9 7
- - -	404 4 5	11 17 7	122 5 6	1 10 0	879 7 11	4 5 2	36 2 6
98 3 11	79 1 5	50 7 4	155 0 0	19 6 7	836 17 9	37 7 1	110 1 0
- - -	126 0 4	13 16 11	134 12 0	10 9 10	891 0 0	76 2 3	54 2 9
67 15 0	472 13 0	31 1 8	147 12 0	33 15 10	1,246 16 3	67 13 5	134 0 8
43 1 5	9 11 0	3 19 0	90 0 0	23 9 2	446 0 2	115 9 6	- - -
- - -	84 19 2	- - -	82 0 0	- - -	294 14 10	34 7 3	8 16 2
209 0 4	1,454 16 9	137 7 2	904 0 6	117 8 11	5,869 14 7	393 9 4	398 12 8

COUNTY OF CARDIGAN.

148 9 5	- - -	7 14 1	69 15 3	14 0 0	605 11 5	68 10 5	7 18 8
16 1 6	62 13 5	- - -	62 17 0	5 15 8	264 4 11	86 3 10	16 14 6
47 1 6	55 13 2	8 14 3	57 10 10	14 13 3	335 15 9	11 14 7	19 1 9
50 18 1	2 12 9	1 2 2	57 10 0	- - -	214 4 1	29 5 9	47 18 5
45 15 7	- - -	- - -	48 5 0	6 9 11	261 4 6	86 19 7	9 7 4
35 19 3	53 5 3	- - -	31 0 0	- - -	259 8 6	0 9 11	41 9 3
26 10 9	62 14 0	7 1 11	65 0 3	53 4 6	371 7 7	0 9 0	15 17 11
86 9 5	33 10 5	6 7 9	60 0 0	24 19 8	427 2 6	21 13 10	44 1 2
21 14 8	31 7 8	4 2 8	60 0 0	22 14 8	285 1 7	6 1 10	11 16 2
13 0 6	38 3 4	1 19 6	57 10 0	3 5 10	331 4 8	7 12 2	24 1 3
19 11 0	45 4 8	0 4 6	57 10 2	4 7 9	290 5 5	2 5 9	3 5 1
511 11 8	385 4 8	37 6 10	626 18 6	149 11 3	3,645 10 11	321 6 8	241 11 6

COUNTY OF CARMARTHEN.

9 0 2	171 0 9	16 8 0	110 0 0	61 14 0	622 16 10	220 16 7	19 0 1
11 3 3	445 14 7	17 7 11	115 0 0	7 2 4	840 19 4	44 0 7	44 14 7
10 12 3	96 3 7	1 11 7	67 10 0	45 14 8	470 16 0	85 6 3	33 12 5
32 2 0	44 7 11	6 9 6	30 0 0	1 0 6	153 9 7	- - -	9 18 11
32 8 9	891 10 1	19 18 10	115 0 0	16 13 2	1,371 14 6	31 15 8	26 2 2
32 17 10	165 11 11	7 18 5	103 1 9	20 18 11	543 6 7	43 7 7	29 7 7
36 4 3	221 2 9	14 17 10	95 0 0	4 12 0	704 2 11	41 19 6	28 14 3
- -	1 1 8	27 19 9	115 0 0	9 19 8	587 13 10	403 19 2	10 1 2
8 6 3	122 6 9	5 2 6	56 0 0	10 16 3	344 11 11	49 16 4	11 9 1
36 5 3	393 1 11	25 2 4	105 0 0	42 19 9	889 3 6	37 1 8	1 11 3
17 7 1	42 5 10	9 2 4	56 5 0	5 2 8	268 11 2	16 4 0	15 15 7
29 15 10	141 19 5	- -	100 15 0	6 9 11	580 0 5	98 3 6	41 7 8
38 14 11	99 11 6	17 13 9	70 4 10	4 3 3	357 5 3	4 9 5	2 2 5
294 17 10	2,835 18 8	169 12 9	1,138 16 7	237 7 1	7,734 11 10	1,077 0 3	273 17 2

COUNTY OF GLAMORGAN.

NAMES OF DISTRICTS, &c.	Returns.	Length of Highways.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour.
		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bridgend	29	169 2	220 4 2	1 9 11	679 10 0	- - -	679 10 0	504 9 3
Cowbridge	28	148 0	75 3 7	11 10 9	852 0 0	19 8 3	871 8 3	536 15 3
Dynas Powis (or Cardiff)	27	163 2	54 5 11	157 1 6	1,331 6 3	- - -	1,331 6 3	793 12 8
Llandaff	22	249 0	271 3 6	14 4 9	3,490 8 10	4 0 0	3,494 8 10	1,540 19 3
Neath	32	197 0	165 14 2	302 16 7	2,480 2 0	13 0 0	2,493 2 0	1,331 10 10
Pontypridd	6	181 2	579 16 2	1 16 6	4,228 6 0	0 5 0	4,228 11 0	985 5 1
Swansea	36	223 0	233 10 6	88 7 4	1,412 19 8	- - -	1,412 19 8	385 3 1
	180	1,330 6	1,599 18 0	577 7 4	14,474 12 9	36 13 3	14,511 6 0	6,077 15 5

COUNTY OF PEMBROKE.

Boncath	15	144 6	26 13 4	71 12 8	781 16 8	- - -	781 16 8	83 17 11
Haverfordwest, North	17	202 0	179 14 3	25 13 0	1,166 0 0	- - -	1,166 0 0	402 10 11
Haverfordwest, South	19	173 6	120 6 9	2 19 9	1,023 0 0	- - -	1,023 0 0	316 13 1
Llawhaden	11	36 3	42 0 2	34 17 9	387 0 0	- - -	387 0 0	108 12 11
Mathry	19	220 1	325 9 2	7 14 3	878 0 0	- - -	878 0 0	373 10 5
Midland	13	64 5	26 15 10	16 13 5	351 1 6	- - -	351 1 6	111 8 7
Narberth	12	60 2	34 0 1	0 9 1	633 0 5	5 0 0	638 0 5	195 10 2
Newport	19	150 2	38 15 4	30 14 1	518 10 0	- - -	518 10 0	162 7 7
Pembroke	18	159 0	53 14 5	39 13 10	906 7 0	- - -	906 7 0	279 18 6
Tenby	11	93 1	73 12 4	5 12 0	657 10 0	- - -	657 10 0	215 9 1
	154	1,304 2	921 1 8	235 19 10	7,302 5 7	5 0 0	7,307 5 7	2,249 19 2

COUNTY OF RADNOR.

Colwyn	12	63 0	- - -	27 12 1	432 0 0	- - -	432 0 0	183 5 10
Knighton	23	230 0	147 4 7	35 3 6	541 0 0	- - -	541 0 0	295 10 1
Painscastle	12	103 0	88 17 9	0 10 10	476 0 0	21 0 0	497 0 0	251 6 4
Radnor	17	100 0	73 7 9	18 11 0	541 0 0	- - -	541 0 0	255 7 5
Rhayader	24	165 3	147 19 3	14 19 8	457 10 0	20 12 0	478 2 0	333 13 10
	88	661 3	457 9 4	96 17 1	2,447 10 0	41 12 0	2,489 2 0	1,319 3 6

ABSTRACT.

NAMES OF COUNTIES.	Returns.	Length of Highways.	BALANCES, 25th March 1865. In Hand.	BALANCES, 25th March 1865. Overspent.	RECEIPTS. Rates or Assessments.	RECEIPTS. Other Receipts.	RECEIPTS. Total Receipts.	Manual Labour.
SOUTH WALES.		M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Breconshire	118	1,008 6	606 12 1	407 18 5	5,633 15 3	32 2 4	5,665 17 7	3,047 0
Cardiganshire	101	1,150 0	294 14 3	160 1 6	3,561 2 4	29 11 0	3,590 13 4	1,934 18
Carmarthenshire	160	1,647 3	947 5 5	409 1 11	7,857 0 3	142 11 2	7,999 11 5	3,057 18
Glamorganshire	180	1,330 6	1,599 18 0	577 7 4	14,474 12 9	36 13 3	14,511 6 0	6,077 15
Pembrokeshire	154	1,304 2	921 1 8	235 19 10	7,302 5 7	5 0 0	7,307 5 7	2,249 19
Radnorshire	88	661 3	457 9 4	96 17 1	2,447 10 0	41 12 0	2,489 2 0	1,319 3
	801	7,102 4	4,827 0 9	1,887 6 1	41,276 6 2	287 9 9	41,563 15 11	17,686 15

COUNTY OF GLAMORGAN.

EXPENDITURE.						BALANCES, 25th March 1866.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
96 7 7	6 5 9	24 11 5	105 0 0	10 1 11	746 15 11	171 3 9	19 15 5
117 17 1	35 9 2	63 10 9	147 6 3	5 14 0	906 12 6	51 19 8	23 11 1
91 19 11	165 7 1	53 11 10	175 8 5	61 5 11	1,341 5 10	44 17 10	157 13 0
148 0 0	1,078 10 10	198 15 11	180 0 0	57 12 6	3,203 18 6	569 4 3	21 15 2
178 8 10	440 14 0	58 14 3	205 0 0	197 13 5	2,412 1 4	226 6 7	282 8 4
293 9 4	3 16 6	2,533 14 6	155 0 0	41 0 6	4,012 5 11	794 4 9	—
72 9 6	252 17 3	474 17 2	190 10 9	19 12 0	1,395 9 9	249 15 6	87 2 5
998 12 3	1,983 0 7	3,407 15 10	1,158 5 5	393 0 3	14,018 9 9	2,107 12 4	592 5 5

COUNTY OF PEMBROKE.

20 14 7	394 9 0	12 17 5	88 11 11	142 17 0	743 7 10	40 18 10	47 9 4
12 16 8	592 18 3	18 3 6	125 0 0	35 10 8	1,187 0 0	160 2 9	27 1 6
13 9 6	552 8 11	11 9 0	125 0 0	5 19 0	1,024 19 6	127 4 6	11 17 0
5 3 3	210 12 2	2 14 4	80 0 0	6 11 7	413 14 3	17 2 6	36 14 4
26 12 6	451 12 7	2 5 10	118 0 0	15 13 3	987 14 7	227 0 3	18 19 11
9 4 6	134 19 1	23 8 3	80 0 0	20 10 0	379 10 5	14 2 7	32 9 1
4 10 9	349 0 3	8 6 9	85 0 0	1 11 2	643 19 1	31 2 1	3 9 9
38 2 1	172 11 7	36 11 1	110 0 1	1 12 10	521 5 3	36 0 9	30 14 9
30 12 4	400 2 7	22 12 1	118 0 0	22 17 6	874 3 0	92 13 9	46 9 2
24 19 0	339 12 8	9 5 8	85 0 0	5 9 0	679 15 5	54 8 7	8 13 8
186 5 2	3,598 7 1	147 13 11	1,014 12 0	258 12 0	7,455 9 4	800 16 7	263 18 6

COUNTY OF RADNOR.

60 0 7	7 19 3	- - -	45 0 0	129 4 4	425 10 0	2 17 5	23 19 6
224 8 7	4 12 2	10 2 11	89 5 0	35 16 7	659 15 4	82 1 1	88 15 4
66 0 10	126 5 1	10 19 2	60 0 0	15 4 11	529 16 4	59 0 5	3 9 10
159 11 11	70 1 2	4 3 1	54 4 4	- - -	543 7 11	56 4 3	3 15 5
120 4 10	26 14 11	8 18 3	60 0 0	7 15 7	557 7 5	56 11 7	2 17 5
630 6 9	235 12 7	34 3 5	308 9 4	188 1 5	2,715 17 0	256 14 9	122 17 6

ABSTRACT.

EXPENDITURE.						BALANCES, 25th March 1866.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	Total Expenditure.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
209 0 4	1,454 16 9	137 7 2	904 0 6	117 8 11	5,869 14 7	393 9 4	398 12 8
511 11 8	385 4 8	37 6 10	626 18 6	149 11 3	3,645 10 11	321 6 8	241 11 6
294 17 10	2,835 18 8	169 12 9	1,138 16 7	237 7 1	7,734 11 10	1,077 0 3	273 17 2
998 12 3	1,983 0 7	3,407 15 10	1,158 5 5	393 0 3	14,018 9 9	2,107 12 4	592 5 5
186 5 2	3,598 7 1	147 13 11	1,014 12 0	258 12 0	7,455 9 4	800 16 7	263 18 6
630 6 9	235 12 7	34 3 5	308 9 4	188 1 5	2,715 17 0	256 14 9	122 17 6
2,830 14 0	10,493 0 4	3,933 19 11	5,151 2 4	1,344 0 11	41,439 13 5	4,956 19 11	1,893 2 9

LONDON:
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For Her Majesty's Stationery Office.

HIGHWAYS ACT.

RETURN to an Address of the Honourable The House of Commons, dated 18 June 1868;—*for*,

"RETURN of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACT, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 147, of Session 1864)."

(*Mr. Clive.*)

Ordered, by The House of Commons, *to be Printed*,
31 *July* 1868.

LIST OF COUNTIES, &c.

The Act does not apply to the Counties of South Wales.

RETURN of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACT, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 147, of Session 1864).

COUNTY, OR DIVISION, &c.	Number of Highway Districts.	NAMES by which they are known.	Number of Parishes, &c.	Acreage.	Number of Waywardens to be Elected.	Number of ex-officio Waywardens.	Whether Order Final or Provisional.	Date of Order.	Number of Miles of Road.	Surveyor's Salary per Annum.	Treasurer's Salary per Annum.	Clerk or Secretary's Salary per Annum.
ENGLAND:				*Acres.*					*M. f. p.*	£. s. d.	£. s. d.	£. s. d.
BEDFORD - -	5	Bedford District - -	23	60,500	23	17	- -	- -	142⅜ 0 0	200 – –	- -	50 – –
		Biggleswade District -	36	58,950	37 (*a*)	9	- -	- -	132 0 0	(*c*) 150 – –	- -	80 – –
		Bletsoe District - -	26	51,086	26	12	Final -	3 Mar. 1863	108 2 0	150 – –	Nil	50 – –
		Luton District - -	20	42,891	22 (*b*)	7	- -	- -	172 0 0	200 – –	- -	60 – –
		Woburn District - -	35	71,154	35	14	- -	- -	206 0 0	200 – –	- -	60 – –
BERKS - -	6	Faringdon - - -	25	56,664	27	14	Final -	5 Jan. 1863	136 0 0	160 – –	- Nil -	35 – –
		Abingdon - - -	31	40,252	31	8	Final -	5 Jan. 1863	83 0 0	150 – –	- Nil -	40 – –
		Wantage - - -	19	31,945	19	3	Final -	5 Jan. 1863	66 0 0	120 – –	- Nil -	30 – –
		Ilsley - - - -	10	25,500	10	2	Final -	5 Jan. 1863	68 0 0	50 – –	- Nil -	20 – –
		Easthampstead - -	4	16,960	4	8	Final -	5 Jan. 1863	72 0 0	75 – –	- Nil -	20 – –
		Moreton - - - -	14	not known -	14	4	Final -	8 Apr. 1867	46 0 0	50 – –	3 3 –	30 – –
BUCKS - -	–	The provisions of the Highways Act, 24 & 25 Vict. c. 61, have not been put in force in this county.										
CAMBRIDGE -	1	The Arrington and Caxton District.	42	77,547	42	16	Final -	13 Mar. 1868	151 0 0	150 – –	- - -	25 – –
Isle of Ely -	–	The provisions of the Highways Act have not been adopted in the Isle of Ely.										
CHESTER - -	12	East Bucklow - -	34	54,234	34	23	- -	- -	249 9 0	200 – –	No salary paid; but the Treasurer derives the benefit of any balance in his hands, &c., in consideration thereof. When the Board overdraws no interest is charged.	75 – –
		Daresbury - - -	33	34,710	33	14	- -	- -	140 0 0	170 – –	- Nil -	50 – –
		Northwich - - -	60	Stat. Mea. 69,035	60	16	- -	- -	270 0 0	252 – –	- Nil -	80 – –
		East Eddisbury - -	21	40,276	21	6	- -	- -	103 2 20	130 – –	- Nil -	30 – –
		West Eddisbury - -	34	- -	34	8	Final -	- -	157 4 0	160 – –	Interest on the Funds in his hands the only remuneration.	60 – –

BEDFORD.—(*a*) One for each parish, and one additional for the parish of Northill.
(*b*) One for each parish, and one additional for each of the parishes of Leighton Buzzard and Houghton Regis.
(*c*) Also 50 miles of watercourses and ditching.

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

COUNTY, OR DIVISION, &c.	Number of Highway Districts.	NAMES by which they are known.	Number of Parishes, &c.	Acreage.	Number of Waywardens to be Elected.	Number of ex-officio Waywardens.	Whether Order Final or Provisional.	Date of Order.	Number of Miles of Road.	Surveyor's Salary per Annum.	Treasurer's Salary per Annum.	Clerk or Secretary's Salary per Annum.
ENGLAND—*continued.*				*Acres.*					*M. f. p.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*
CHESTER—*continued.*	12	Audlem	33 townships, including 17 in Wybunburg parish.	46,891	33	6	- -	- -	130 4 0	100 – –	- Nil - -	Clerk 25 *l.*
		Nantwich	23	29,065	23	3	- -	- -	129 4 0	150 – –	- Nil - -	35 – –
		Prestbury	42	84,468	42	15	Final -	4 Mar. 1863	300 1 0	225 – –	- Nil - -	50 – –
		Stockport and Hyde	21	- -	21	18	- -	- -	132 4 0	200 – –	- Nil - -	75 – –
		East Broxton	44	- -	44	6	- -	- -	130 1 32	100 – –	- Nil - -	50 – –
		West Broxton	33	- -	33	6	- -	- -	79 3 0 (about)	120 – –	- Nil - -	60 – –
		Wirral	58	- -	58	28	- -	- -	160 0 0	200 – –	- Nil - -	Clerk, 80 *l.*
CORNWALL	18	Stratton	11	51,783	13	5	- -	- -	170 0 0	90 – –	- - -	25 – –
		Camelford	16	54,776	16	5	- -	- -	203 0 0	80 – –	- - -	25 – –
		St. Columb	17	79,753	20	8	- -	- -	392 0 0	150 – –	- - -	35 – –
		St. Germans	11	32,160	12	12	- -	- -	189 0 0	130 – –	- - -	25 – –
		Launceston	15	56,974	15	8	- -	- -	183 0 0	100 – –	- - -	20 – –
		Callington	11	55,469	15	5	- -	- -	307 0 0	120 – –	- - -	30 – –
		Trigg	13	48,006	15	6	- -	- -	261 0 0	130 – –	- - -	30 – –
		St. Austell	8	42,786	10	5	- -	- -	182 0 0	140 – –	No salaries are paid to the Treasurers.	25 – –
		Tywardreath	8	22,423	9	11	Final -	5 Jan. 1864	149 0 0	115 – –		30 – –
		West Powder	9	48,181	12	10	- -	- -	213 0 0	125 – –		35 – –
		Tregony	16	38,037	16	3	- -	- -	120 0 0	125 – –	- - -	35 – –
		Liskeard	11	48,498	15	3	- -	- -	228 0 0	110 – –	- - -	20 – –
		Trecan Gate	10	41,983	12	5	- -	- -	202 0 0	90 – –	- - -	20 – –
		Camborne	9	33,306	11	5	- -	- -	150 0 0	140 – –	- - -	40 – –
		Penzance	10	29,280	10	6	- -	- -	82 0 0	100 – –	- - -	35 – –
		Falmouth	10	35,977	11	11	- -	- -	157 0 0	150 – –	- - -	40 – –
		North Helston	4	27,206	7	4	- -	- -	160 0 0	90 – –	- - -	25 – –
		South Helston	12	36,764	13	3	- -	- -	158 0 0	80 – –	- - -	25 – –
CUMBERLAND (*a*)	4	Leath Ward Highway District.	65	127,023	66	17	Final -	4 Apr. 1865	441 0 0	175 – –	- - -	20 – –
		Wigton Highway District.	54	176,529	54	11	Final -	2 July 1867	316 0 0	160 – –	- Nil - -	10 – –
		Longtown Highway District.	24	94,173	24	8	Final -	9 Apr. 1867	*Miles.* *Yards.* 288 788	120 – –	- Nil - -	20 – –
		Brampton Highway District.	26	95,473	26	7	Final -	9 Apr. 1867	*M. f. p.* 164 0 0	80 – –	- Nil - -	10 – –
DERBY	1	Swadlincote	16	20,878	16	2	Final -	Jan. 1865	67 0 0	60 – –	- Nil - -	20 – –

Devon - - -	25	Ermington and Plympton.	18	77,110	22	16	Final -	Easter Sessions, 1863.	306 0 0	150 - -	- -	50 - -
		Axminster - - -	13	43,726	16	7	Final -	Easter Sessions, 1863.	209 0 0	125 - -	- -	30 - -
		Southmolton - -	20	82,281	23	7	Final -	Easter Sessions, 1863.	293 0 0	110 - -	- -	30 - -
		Chulmleigh - -	20	75,011	23	7	Final -	Easter Sessions, 1863.	265 0 0	100 - -	- -	35 - -
		Holsworthy - -	21	81,000	24	6	Final -	Easter Sessions, 1863.	272 1 0	100 - -	- -	13 - -
		Crediton - - -	20	about 62,028	21	8	Final -	Easter Sessions, 1863.	220 0 0	120 - -	- -	20 - -
		Honiton - - -	19	about 53,000	21	7	Final -	Easter Sessions, 1863.	227¾ 0 0	120 - -	- -	30 - -
		Bideford - - -	15	55,554	17	11	Final -	Midsummer Sessions, 1863.	232 0 0	105 - -	- -	25 - -
		Lifton - - -	18	68,903	19	5	Final -	Midsummer Sessions, 1863.	248 0 0	130 - -	- -	20 - -
		Wonford - - -	30	about 66,400	31	3	Final -	Midsummer Sessions, 1863.	253¾ 0 0(*b*)	120 - -	- Nil - -	50 - -
		Great Torrington -	19	60,130	19	8	Final -	Midsummer Sessions, 1863.	226½ 0 0	120 - -	- Nil - -	25 - -
		Cullompton - -	16	56,050	19	8	Final -	Midsummer Sessions, 1863.	327 0 0	145 - -	- Nil - -	30 - -
		Tiverton - - -	19	58,988	19	7 (*c*)	Final -	Midsummer Sessions, 1863.	228 0 0(*d*)	120 - -	- Nil - -	25 - -
		Ottery - - -	9	21,297	9	6	Final -	Midsummer Sessions, 1865.	98 0 0	60 - -	- Nil - -	20 - -
		Tavistock - - -	11	111,350	14	5	Final -	Michaelmas Sessions, 1863.	314 0 0	200 - -	- Nil - -	45 - -
		Midland Roborough -	12	48,854	13	8	Final -	Michaelmas Sessions, 1863.	176 0 0	120 - -	- -	25 - -
		Woodbury - - -	13	30,262	14	13	Final -	Michaelmas Sessions, 1863.	164½ 0 0	100 - -	- -	20 - -
		Kingsbridge - -	21	54,638	22	7	Final -	Michaelmas Sessions, 1863.	283¼ 0 0(*e*)	100 - -	- -	20 - -
		Hatherleigh - -	17	65,275(*f*)	17	9	Final -	Epiphany Sessions, 1864.	208½ 0 0	100 - -	- Nil - -	25 - -
		Barnstaple - - -	15	58,899	18	5	Final -	Epiphany Sessions, 1864.	238¾ 0 0	130 - -	- Nil - -	20 - -
		Ilfracombe - - -	20	69,980	20	6	Final -	Epiphany Sessions, 1864.	226 0 0	120 - -	- Nil - -	25 - -
		Ashburton - - -	10	44,248	14	3	Final -	Epiphany Sessions, 1864.	239 0 0	130 - -	- Nil - -	30 - -
		Newton Abbott - -	22	51,784	26	8	Final -	Epiphany Sessions, 1864.	315⅛ 0 0	130 - -	- Nil - -	35 - -
		Totnes - - -	13	52,700	14	4	Final -	Epiphany Sessions, 1864.	221 0 0	100 - -	- Nil - -	30 - -
		Crockenwell - -	14	69,520	17	4	Final -	Epiphany Sessions, 1865.	276½ 0 0	120 - -	- Nil - -	20 - -

Cumberland:
(*a*) There are no documents filed in the office of the Clerk of the Peace which give the other information called for. The clerk of each district may be able to furnish it.

Devon:
(*b*) Also 15¾ miles of footpath.
(*c*) And six others who may qualify under the Highways Act, 1864, s. 29.

Devon—*continued.*
(*d*) And 47½ of turnpike road, all repaired by the Highway Board.
(*e*) Also 40½ turnpike.
(*f*) From this acreage should be deducted that of the borough of Okehampton, which maintains its own roads, and is not included in Hatherleigh Highway District. The borough of Okehampton comprises an acre of a circle round the bull ring, the radius of which is half a mile.

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

COUNTY, OR DIVISION, &c.	Number of Highway Districts.	NAMES by which they are known.	Number of Parishes, &c.	Acreage.	Number of Waywardens to be Elected.	Number of ex-officio Waywardens.	Whether Order Final or Provisional.	Date of Order.	Number of Miles of Road.	Surveyor's Salary per Annum.	Treasurer's Salary per Annum.	Clerk or Secretary's Salary per Annum.
ENGLAND—*continued.*				*Acres.*					*M. f. p.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*
DORSET - - -	9	The Blandford District	31	53,012	31	10	- -	- -	107 0 0	100 – –	- -	30 – –
		The Bridport District -	47	80,378	50	15	- -	- -	355 0 0	200 – –	- -	50 – –
		The Cerne District -	25	45,363	29	7	- -	- -	123 0 0	120 – –	- -	40 – –
		The Dorchester District	62(*a*)	Unknown; parts of parishes being only within the district.	62	31	- -	- -	407 0 0	200 – –	- -	50 – –
							Final -	6 Mar. 1863			Nil -	
		The Shaftesbury District	24	42,101	26	5	- -	- -	182 0 0	150 – –	- -	40 – –
		The Sherborne District	25	34,540	25	12	- -	- -	147 0 0	120 – –	- -	35 – –
		The Sturminster District	22	40,107	25	9	- -	- -	144 0 0	150 – –	- -	40 – –
		The Wareham District	28	90,780	29	11	- -	- -	170 0 0	120 – –	- -	40 – –
		The Wimborne District	34	101,380	37	17	- -	- -	300 0 0	150 – –	- -	50 – –
DURHAM:												
North West Division of Darlington Ward.	1	Auckland District Highway Board.	40	60,400	40	7	Final -	Jan. 1863	170¾ 0 0	120 – –	- Nil -	70 – –
South West Division of Darlington Ward.	1	Barnard Castle Highway District.	23	unknown	23	6	Final -	5 Jan. 1863	116 4 0	120 – –	- Nil -	20 – –
South Division of Easington Ward.	–	Castle Eden and Seaham Highway District.	19	38,854	19	6	Final -	5 Jan. 1863	100 6 0	120 – –	5 – –	20 – –
South East Division of Darlington Ward.	–	Darlington Highway District.	32	unknown	32	12	Final -	5 Jan. 1863	100 0 0	120 – –	- Nil -	35 – –
County of Durham -	1	Durham and Chester-le-Street.	42	unknown	42	20	Final -	5 Jan. 1863	180 2 0	200 – –	10 – –	50 – –
County of Durham -	–	Gateshead and South Shields Highway District.	12	unknown	12	4	Final -	5 Jan. 1863	62 0 0	120 – –	- Nil -	Auditor 5 *l.* 5 *s.* 40 – –
North Division of Easington Ward.	–	Houghton-le-Spring and Sunderland.	26	26,215	26	13	Final -	5 Jan. 1868	84½ 0 0	100 – –	- Nil -	50 – –
West Division of Chester Ward.	–	Lanchester Highway District.	15	unknown	19	7	Final -	13 Oct. 1862	201 0 0	200 – –	20 – –	40 – –
Durham, Southern Division.	1	Stockton and Hartlepool Highway District.	43	unknown	44	15	Final -	5 Jan. 1863	142 0 0	180 – –	- Nil -	50 – –
		Weardale Highway District.	12	unknown	12	3	Final -	- -	83½ 0 0	100 – –	- Nil -	20 – –
ESSEX - - - -	7	Rochford - - -	27	(about) 55,000	27	7	Final -	6 Oct. 1863	145 0 0	175 – –	- Nil -	50 – –
		Dunmow - - -	22	51,423	29	5	Final -	7 April 1863	195 3 0	160 – –	- Nil -	30 – –
		Chelmsford - - -	30	78,169	32	22	Final -	15 Oct. 1867	309 0 0	200 – –	- Nil -	50 – –
		Hedingham - -	36	64,334	38	14	Final -	7 April 1868	269 2 0	200 – –	- Nil -	40 – –
		Bardfield - - -	14	43,658	16	6	Final -	7 April 1868	168 6 0	140 – –	- Nil -	35 – –
		Lexden and Winstree -	37	74,167	37	14	Final -	30 June 1868	- -	Not yet appointed.		
		Billericay - - -	25	49,227	25	–	Final -	30 June 1868	- -			

GLOUCESTER	19	Fairford	13	35,472	13	10	-	-	116 0 0	100 – –	-	-	25 – –
		Cirencester	32	52,808	32	12	-	-	235 0 0	150 – –	-	-	40 – –
		Northleach	25	53,106	25	9	Final	6 Jan. 1863	183 0 0	150 – –	-	-	30 – –
		Campden	20	33,337	22	9			104 0 0	180 – –	-	-	50 – –
		Thornbury	13	38,395	19	9	-	-	132 0 0	130 – –	-	-	25 – –
		Moreton-in-Marsh	7	12,285	7	9	-	-	35 0 0	120 – –	-	-	20 – –
		Stow-on-the-Wold	23	37,353	23	10	-	-	108 0 0	130 – –	-	-	35 – –
		Newent	12	30,718	14	9	-	-	120 0 0	120 – –	-	-	35 – –
		Bishops Cleeve	8	13,223	8	5	Final	17 Mar. 1863	44 0 0	65 – –	-	-	25 – –
		Badgeworth	10	16,096	10	5			64 0 0	75 – –	-	Nil	40 – –
		Wheatenhurst	18	28,357	19	15	-	-	65 0 0	100 – –	-	-	35 – –
		Gloucester	27	25,103	27	14	-	-	100 0 0	150 – –	-	-	50 – –
		Lawford's Gate	12	39,096	13	25	Final	20 Oct. 1863	173 0 0	282 – –	-	-	60 – –
		Sodbury	18	50,841	25	9	Final	20 Oct. 1863	176 0 0	140 – –	-	-	35 – –
		Wotton-under-Edge	6	15,873	7	8	Final	5 Jan. 1864	78 0 0	60 – –	-	-	20 – –
		Winchcomb	26	53,849	27	7	Final	5 Jan. 1864	117 0 0	100 – –	-	-	30 – –
		Tetbury	11	22,024	12	10	Final	5 Jan. 1864	55 0 0	60 – –	-	-	12 – –
		Stroud	5	23,221	12	18	Final	17 Oct. 1865	107 0 0	100 – –	-	-	30 – –
		Lydney	7	19,991	9	6	Final	1 Jan. 1867	59 0 0	80 – –	-	-	25 – –
HEREFORD	9	Bredwardine	11	20,891	11	6	Final	4 Jan. 1864	62 0 0	70 – –	3 – –		20 – –
		Bromyard	32	57,451	30	7	Final	5 Jan. 1863	130 0 0	150 – –	-	-	25 – –
		Dore	26	62,796	28	10	Final	5 Jan. 1863	196 0 0	135 – –	-	-	30 – –
		Hereford	44	64,066	41	19	Final	5 Jan. 1863	175 0 0	205 – –	-	-	40 – –
		Ledbury	22	45,455	27	11	Final	16 Mar. 1863	104 0 0	150 – –	-	Nil	35 – –
		Leominster	42	63,318	42	10	Final	5 Jan. 1863	150 0 0	135 – –	-	-	35 – –
		Ross	36	64,332	36	20	Final	16 Mar. 1863	247 0 0	180 – –	-	-	30 – –
		Weobley	21	63,773	24	9	Final	5 Jan. 1863	112 0 0	120 – –	-	-	35 – –
		Wigmore	15	36,308	20	9	Final	16 Mar. 1863	110 0 0	100 – –	-	-	25 – –
HERTFORD	6	The Hitchin Highway District.	22	41,114	24	10	Final	Final Order made Easter Session 1868.	190 0 0	200 – –	-	-	50 – –
		The Buntingford Highway District.	25	47,816	25	12	Final		140 0 0	180 – –	-	-	30 – –
		The Hatfield Highway District.	12	43,592	12	18	Final		194½ 0 0	200 – –	-	Nil	30 – –
		The Hertford Highway District.	23	48,273	23	12	Final		138½ 0 0	150 – –	-	-	30 – –
		The Hadham Highway District.	16	43,860	16	9	Final		160 0 0	175 – –	-	-	Not fixed.
		The Hemel Hempstead Highway District.	Excepted from the operation of the Highway Acts above mentioned, Easter Session 1868.										
HUNTINGDON	5	Hurstingstone	18	39,092	22	6	-	-	83 0 0	100 – –	5 – –		25 – –
		Leightonstone	31	52,235	31	5	-	-	128 0 0	160 – –	-	Nil	30 – –
		Norman Cross	26	50,366	26	7	Final	19 Oct. 1863	110 – –	150 – –	-	Nil	40 – –
		Ramsey	7	32,005	9	4	-	-	48 0 0	60 – –	10 – –		20 – –
		Toseland	19	40,397	23	6	-	-	87 0 0	100 – –	-	Nil	30 – –

DORSET:

(a) At the time of the formation of the districts, there were 63 parishes in the Dorchester District, and the corresponding number of Waywardens; but the parish of Portland has since adopted the Local Government Act, and is therefore now by the operation of that Act out of the District.

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

COUNTY OR DIVISION, &c.	Number of Highway Districts.	NAMES by which they are known.	Number of Parishes, &c.	Acreage. A.	R.	P.	Number of Waywardens to be Elected.	Number of ex-officio Waywardens.	Whether Order Final or Provisional.	Date of Order.	Number of Miles of Road. M.	f.	y.	Surveyor's Salary per Annum. £.	s.	d.	Treasurer's Salary per Annum. £.	s.	d.	Clerk or Secretary's Salary per Annum. £.	s.	d.
ENGLAND—*continued.*																						
KENT	15	Appledore	16	52,828	0	0	16	1	-	-	200	0	0	200	–	–	-		-	25	–	–
		Ashford	24	57,307	0	0	24	11	-	-	217	0	0	300	–	–	-		-	50	–	–
		Bearsted	31	63,617	0	0	31	22	-	-	375	0	0	Surveyor 180 *l.* Assistant 120 *l.*			-		-	100	–	–
		Bromley	16	37,052	0	0	16	17	-	-	174¼	0	0	200	–	–	-		-	40	–	–
		Cranbrook	13	77,901	0	0	13	17	-	-	194	0	0	Surveyor 150 *l.* Assistant 100 *l.*			-		-	50	–	–
		Dartford	20	45,165	0	0	20	9	Final	3 Mar. 1863	234	0	0	150	–	–	-	Nil	-	50	–	–
		Elham	23	51,649	0	0	23	14	-	-	264½	0	0	250	–	–	-		-	40	–	–
		Faversham	43	79,790	0	0	42	12	-	-	312	0	0	Surveyor 300 *l.* Assistant 78 *l.*			-		-	100	–	–
		Home	26	55,037	0	0	26	11	-	-	219	0	0	220	–	–	-		-	100	–	–
		Malling	24	54,683	0	0	24	18	-	-	180	0	0	260	–	–	-		-	60	–	–
		New Romney	20	44,368	0	0	20	3	-	-	138	0	0	175	–	–	-		-	35	–	–
		Rochester	26	59,088	0	0	26	12	-	-	220	0	0	130	–	–	-		-	50	–	–
		Sevenoaks	10	35,766	0	0	10	15	-	-	213½	0	0	200	–	–	-		-	60	–	–
		Tonbridge	16	60,874	0	0	16	32	-	-	217	0	0	200	–	–	-		-	50	–	–
		Wingham	52	91,386	0	0	52	16	-	-	382¼	0	0	285	–	–	-		-	80	–	–
LANCASTER	9	Garstang Union Highway District.	23	60,200	0	0	23	5	Final	7 Jan. 1863	210	0	0	120	–	–	-	Nil	-	20	–	–
		Prescot Highway District.	7	16,113	0	0	7	6	Final	20 Jan. 1863	50	6	207	120	–	–	-	Nil	-	30	–	–
		Childwall Highway District.	9	16,602	0	0	9	12	Final	20 Jan. 1863	73	5	211	120	–	–	-	Nil	-	52	10	–
		Sefton Highway District.	12	16,918	0	0	12	13	Final	14 July 1863	73	1	0	(*a*) 60	–	–	-	Nil	-	40	–	–
		Ormskirk Highway District.	8	30,546	0	0	8	4	Final	19 Jan. 1864	123	1	1	160	–	–		7	10	–	40	–	–
		Southport Highway District.	7	42,994	0	0	7	20	Final	19 Jan. 1864	155	0	175	150	–	–	-	Nil	-	40	–	–
		Upholland Highway District.	6	12,996	0	0	8	5	Final	19 April 1864	73	0	194	100	–	–		10	–	20	–	–
		Warrington Highway District.	14	30,117	0	0	14	11	Final	19 April 1864	110	2	197	140	–	–	-	Nil	-	50	–	–
		Leyland Hundred Highway District.	37	74,342	0	0	38	16	Final	19 Oct. 1864	301	2	0	(*b*) 200	–	–	-	Nil	-	110	–	–

Leicester	9	Ashby-de-la-Zouch	28	Not known	28	2	-	-	101 7 0	140 – –	-	-	50 – –
		Belvoir	15	Not known	15	3	-	-	95 7 0	120 – –	-	-	40 – –
		East Norton	32	39,489 2 23	32	7	-	-	134 0 0	100 – –	-	-	40 – –
		Leicester	69	Not known	69	17	-	-	272 0 0	300 – –	-	-	60 10 –
		Loughborough	33	Not known	33	10	Final	5 Jan. 1863	246 7¼ 0	240 – –	None		50 – –
		Lutterworth	34	43,363 0 0	34	10	-	-	162 0 0	200 – –	-	-	30 – –
		Market Bosworth	57	Not known	57	8	-	-	223 0 0	225 – –	-	-	30 – –
		Market Harborough	25	36,662 0 0	25	4	-	-	128 1 0	130 – –	-	-	40 – –
		Melton Mowbray	53	87,759 0 0	53	9	-	-	319 0 0	200 – –	-	-	35 – –
Lincoln:													
Parts of Holland	–	The Act has not been adopted in the Parts of Holland.											
Parts of Kesteven	–	The parts of Kesteven are not divided into Highway Districts under the 25 & 26 Vict. c. 61.											
Parts of Lindsey	2	Isle of Axholme	15	43,405 0 0 (c)	19	3	Final	4 Jan. 1866	113 0 0	150 – –	Nil		40 – –
		Gainsborough	37	57,657 0 0 (c)	38	10	Final	3 Jan. 1868	188 0 0	150 – –	Nil		40 – –
Middlesex:													
Gore Division	1	The Edgware Highways District.	8	33,000 0 0	11	5	Final	19 Feb. 1863	100 0 0	District Surveyor 105 – – Assistant Surveyor 100 – –	Nil		50 – –
Monmouth	8	Abergavenny	20	Not known	23	7	Final	27 June 1864	148 2 210	120 – –	-	-	30 – –
		Caerleon	10	Not known	12	6	-	-	71 0 0	80 – –	-	-	15 – –
		Chepstow	24	Not known	24	6	-	-	98 5 181	100 – –	-	-	35 – –
		Christchurch	17	38,000 0 0	18	4	-	-	103 0 0	25 – –	-	-	25 – –
		Monmouth and Skenfrith.	11	34,203 0 0	16	12	Final	17 Oct. 1864	104 3 0	100 – –	Nil		25 – –
		Newport	18	35,000 0 0	19	11	-	-	138 0 0	120 – –	-	-	50 – –
		Pontypool and Usk	20	Not known	19	8	-	-	101 0 0	100 – –	-	-	20 – –
		Raglan and Trelleck	20	39,375 0 0	20	4	-	-	153 2 0	75 – –	-	-	20 – –
Norfolk	–	There has been only one Highway District formed in the County of Norfolk under the above Act; this District was called the Docking Union Highway District, was constituted by an Order made at the General Quarter Session held for the County on the 7th January 1863, and was dissolved by an Order made at the General Quarter Session held for the County on the 3rd July 1867, not having been found to work satisfactorily. There is at present no Highway District formed under the said Act in this County.											

Lancaster.—(a) An additional sum of 60 *l.* is paid to an assistant surveyor in the Sefton Highway District.

(b) This sum includes the keep of a horse, a sum of 100 *l.* a year is also paid to an assistant surveyor, and 10 *l.* 10 *s.* a year to an auditor.

Lincoln.—(c) The number of acres is given as correctly as it can be ascertained.

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

COUNTY, OR DIVISION, &c.	Number of Highway Districts.	NAMES by which they are known.	Number of Parishes, &c.	Acreage.	Number of Waywardens to be Elected.	Number of ex-officio Waywardens.	Whether Order Final or Provisional.	Date of Order.	Number of Miles of Road.	Surveyor's Salary per Annum.	Treasurer's Salary per Annum.	Clerk or Secretary's Salary per Annum.
ENGLAND—*continued.*				*Acres.*					*M. f. y.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*
NORTHAMPTON -	10	Brackley - - -	35	63,395	35	10	- -	- -	151 4 104	175 – –	- Nil - -	35 – –
		Weedon - - -	40	77,780	40	9	- -	- -	236 5 0	300 – –	- Nil - -	50 – –
		Kettering - - -	35	67,883	35	8	- -	- -	150 0 37	200 – –	- Nil - -	50 – –
		Little Bowden - -	23	43,469	23	4	- -	- -	115 1 0	130 – –	- Nil - -	50 – –
		Brixworth - - -	30	44,091	30	7	Final -	7 Jan. 1863	132 0 0	200 – –	- Nil - -	25 – –
		Hardingstone - -	35	57,121	35	9			134 0 0	150 – –	- Nil - -	40 – –
		Kingscliffe - - -	39	73,789	39	12	- -	- -	130 0 0	260 – –	- Nil - -	30 – –
		Thrapston - - -	17	35,390	17	6	- -	- -	81 5 0	150 – –	- Nil - -	30 – –
		Towcester - - -	41	60,307	41	11	- -	- -	158 2 0	275 – –	- Nil - -	50 – –
		Irthlingborough - -	27	58,255	27	4	- -	- -	129 1 0	200 – –	- Nil - -	30 – –
Liberty of Peterborough.	–	The Highways Act, 25 & 26 Vict. c. 61, has not been adopted in any part of the Liberty of Peterborough.										
NORTHUMBERLAND	6	Belford Highway District.	36	41,753 (about)	36	5	Final -	7 Jan. 1863	96 0 0	50 – –	Nil; a banker	30 – –
		Glendale Highway District.	60	140,000 (about)	60	7	Final -	17 Oct. 1866	201 0 0	130 – –	Nil; a banker	60 – –
		Norham and Islandshire Highway District.	27	42,000	27	2	Final -	17 Oct. 1866	74 0 0	70 – –	Nil; a banker	50 – –
		Felton Highway District	43	49,243 (about)	43	3	Final -	3 Jan. 1866	154 0 0	75 – –	None - -	20 – –
		Hexham Highway District.	138	340,841	138	18	Final -	7 Jan. 1863	690 0 0	District Surveyor, 200 – – Assistant Surveyor, 100 – –	None - -	50 – –
		Haltwhistle Highway District.	19	83,861	19	4	Final -	29 June 1866	149 0 0	District Surveyor, 58 – –	None - -	10 – –
NOTTINGHAM -	8	Nottingham - -	28	39,528	28	10	- -	- -	140 0 0	150 – –	- -	35 – –
		Rushcliffe - - -	28	42,083	28	5	- -	- -	122 0 0	120 – –	- -	40 – –
		Mansfield - - -	23	53,784	23	7	- -	- -	130 0 0	100 – –	- -	35 – –
		Bingham - - -	35	82,931	35	8	Final -	21 Oct. 1863	168 0 0	150 – –	None -	40 – –
		Newark - - -	50	67,929	50	11			201 0 0	175 – –		40 – –
		Southwell - - -	33	44,208	33	9	- -	- -	133 0 0	110 – –	- -	30 – –
		Retford - - -	69	132,343	69	14	- -	- -	311 0 0	160 – –	- -	40 – –
		Ollerton - - -	18	45,562	18	–	- -	- -	104 0 0	100 – –	- -	30 – –
OXFORD - -	9	Banbury and Bloxham	33	40,690	33	6	Final -	Trinity Sessions, 1863.	118½ 0 0	150 – –	- - -	35 – –
		Henley - - -	20	46,062	23	12	Final -	Trinity Sessions, 1863.	241 0 0	200 – –	- - -	50 – –
		Bicester - - -	36	60,503	36	13	Final -	Michaelmas Sessions, 1863.	150½ 0 0	140 – –	- - -	40 – –

		Watlington	39	58,312	39	12	Final	Michaelmas Sessions, 1863.	153½ 0 0	150 – –	- - -	50 – –
		Wootton	34	48,184	34	13	Final	Michaelmas Sessions, 1863.	127 0 0	150 – –	- - -	50 – –
		Bampton, West	23	31,705	23	5	Final	Michaelmas Sessions, 1863.	114 0 0	140 – –	- - -	35 – – and 15 s. 6 d. for preparing annually, in duplicate, the contracts for the repairs of the roads of each Parish, and stamping same.
		Bampton, East	24	43,386	26	7	Final	Epiphany Sessions, 1864.	113 0 0	140 – –	- - -	35 – –
		Chadlington	43	63,469	43	3	Final	Epiphany Sessions, 1864.	166 0 0	150 – –	- - -	50 – –
		Bullingdon	55	60,693	55	14	Final	Epiphany Sessions, 1865.	119 0 0	175 – –	- - -	80 – –
Rutland	–	No Highway Districts have been formed under the 25 & 26 Vict. c. 61, either by final or provisional order, in this County.										
Salop	13	The Condover District	37	89,588	39	15	Final	16 Mar. 1863	218 6 0	180 – –	- Nil -	40 – –
		The Bridgnorth District	32	70,003	34	9	Final	16 Mar. 1863	215 (about)	180 – –	- Nil -	50 – –
		The Church Stretton District.	14	43,886	15	5	Final	16 Mar. 1863	162 1 0	100 – –	- Nil -	20 – –
		The Cleobury, Mortimer, and Kidderminster District.	16 (a)	42,268	18	4	Final	16 Mar. 1863	150 0 0	130 – –	- Nil -	30 – –
		The Bishops Castle District	27	102,081	34	6	Final	16 Mar. 1863	362 0 0	180 – –	- Nil -	25 – –
		The Drayton District	10 (b)	54,595	18	4	Final	16 Mar. 1863	188 0 0	100 – –	- Nil -	25 – –
		The Pimhill District	12	34,052	13	6	Final	16 Mar. 1863	112 3 0	100 – –	- Nil -	30 – –
		The Ludlow District	26 (c)	73,644	29	9	Final	16 Mar. 1863	161 0 0	175 – –	- Nil -	45 – –
		The Newport District	14	32,791	21	4	Final	16 Mar. 1863	97 6 0	100 – –	- Nil -	40 – –
		The Wrekin District	13	27,705	18	5	Final	16 Mar. 1863	140 1 0	90 – –	- Nil -	40 – –
		The Wem District	12	52,765	17	6	Final	16 Mar. 1863	176 0 0	130 – –	- Nil -	30 – –
		The Oswestry District	14	58,546	15	6	Final	16 Mar. 1863	300 0 0	180 – –	- Nil -	(d) 48 – –
		The Tenbury District	5 (e)	7,712	6	6	Final	January Sessions, 1864.	26 0 0	125 – –	- Nil -	21 – –
Somerset	19	Axbridge	38	93,050	39	14	Final	6 Jan. 1863	352 0 0	300 – –	- -	35 – –
		Bridgwater	39	81,503	41	15	Final	6 Jan. 1863	304 0 0	250 – –	- -	50 – –
		Clutton	31	46,209	31	10	Final	Apr. 1863	236¼ 0 0	250 – –	- -	20 – –
		Crewkerne	20	30,591	20	5	Final	Mar. 1863	107 0 0	80 – –	- -	30 – –
		Dulverton	13	70,243	17	4	Final	Jan. 1863	230 0 0	100 – –	- -	20 – –
		Dunster	16	57,101	19	7	Final	Jan. 1863	191½ 0 0	130 – –	- -	30 – –
		Frome	29	50,206 (about)	30	11	Final	6 Jan. 1863	173 5 0	(f) 180 – –	- -	40 – –
		Ilminster	31	45,212	31	9	Final	6 Jan. 1863	184 (about)	140 – –	- -	30 – –
		Keynsham	14	20,604	15	6	Final	Jan. 1863	117 0 0	170 – –	- -	20 – –
		Langport	21	49,903	23	8	Final	6 Jan. 1863	172¼ 0 0	170 – –	- -	50 – –
		Long Ashton	23	53,024	22	15	Final	Mar. 1863	201 0 0	150 – –	- -	35 – –
		Milverton	19	39,549	22	8	Final	6 Jan. 1863	187 0 0	150 – –	- -	50 – –
		Shepton Mallett	24	47,550	25	8	Final	6 Jan. 1863	188 7 0	155 – –	- -	40 – –

Salop:
(a) Three parishes and five hamlets or places in Worcestershire, added to this district (particulars thereof not included in this Return).
(b) One parish in Staffordshire added to this district (particulars thereof not included in this Return).
(c) Part of a parish in Herefordshire added to this district (particulars thereof not included in this Return).

Salop—*continued.*
(d) Auditor appointed at a salary of 10 *l.* per annum.
(e) Nineteen parishes in Worcestershire and one parish in Herefordshire, added to the Tenbury Highway District (particulars thereof not included in this Return).

Somerset.—(f) Additional 10 *l.* for office in own house.

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

COUNTY, OR DIVISION, &c.	Number of Highway Districts.	NAMES by which they are known.	Number of Parishes, &c.	Acreage. A.	R.	P.	Number of Waywardens to be Elected.	Number of ex-officio Waywardens.	Whether Order Final or Provisional.	Date of Order.	Number of Miles of Road. M.	f.	y.	Surveyor's Salary per Annum. £.	s.	d.	Treasurer's Salary per Annum. £.	s.	d.	Clerk or Secretary's Salary per Annum. £.	s.	d.
ENGLAND—*continued.*																						
SOMERSET—*cont*[d].		Taunton	37	61,984	0	0	38	24	Final	6 Jan. 1863	249⅞	0	0	210	–	–	-		-	50	–	–
		Wells	17	64,822	0	0	19	11	Final	Jan. 1863	218	0	0	165	–	–	-		-	35	–	–
		Weston	20	28,464	0	0	20	7	Final	- -	129	0	0	150	–	–	-		-	40	–	–
		Williton	19	41,156	0	0	24	7	Final	6 Jan. 1863	193	0	0	200	–	–	-		-	30	–	–
		Wincanton	42	62,313	0	0	42	15	Final	6 Jan. 1863	213	0	0	175	–	–	-		-	30	–	–
		Yeovil	33	43,944	0	0	33	7	Final	6 Jan. 1863	190	0	0	170	–	–	-		-	40	–	–
SOUTHAMPTON	23	Alresford	19	39,150	0	0	20	6	-	- -	174	0	0	140	–	–	-	Nil	-	25	–	–
		Alton	23	42,921	0	0	24	6	-	- -	204	0	0	140	–	–	-	Nil	-	20	–	–
		Andover	31	64,484	0	0	31	8	-	- -	200	0	0	140	–	–	-	Nil	-	40	–	–
		Basingstoke (*a*)	39	68,259	0	0	40	12	-	- -	236	0	0	180	–	–	-	Nil	-	40	–	–
		Catherington	6	12,997	0	0	6	–	-	- -	52	0	0	25	–	–	-	Nil	-	Auditor, 5 *l.* 5 *s.* 5	–	–
		Christchurch	14	36,775	0	0	15	7	Final	16 Mar. 1863	102	0	0	70	–	–	-	Nil	-	15	–	–
		Droxford	14	48,263	0	0	16	8	-	- -	222	0	0	150	–	–	-	Nil	-	30	–	–
		Fareham	9	36,263	0	0	11	8	-	- -	127	0	0	130	–	–	-	Nil	-	30	–	–
		Fordingbridge	11	16,562	0	0	11	5	-	- -	51	0	0	50	–	–	-	Nil	-	20	–	–
		Hartley Wintney (*b*)	23	56,562	0	0	30	6	-	- -	251	0	0	200	–	–	-	Nil	-	45	–	–
		Havant	5	13,230	0	0	5	–	-	- -	34	0	0	30	–	–	5	–	–	10	–	–
		Headley	3	15,328	0	0	3	–	Final	19 Oct. 1863	72	0	0	45	–	–	5	–	–	12 – – District Inspector 5	–	–
		Hursley	6	16,400	0	0	9	4	-	- -	37	0	0	30	–	–	-	Nil	-	15	–	–
		Kingsclere	17	46,007	0	0	21	8	-	- -	179	0	0	120	–	–	-	Nil	-	30	–	–
		Lymington	7	31,017	0	0	11	8	-	- -	134	0	0	100	–	–	-	Nil	-	20	–	–
		New Forest	11	67,102	0	0	18	10	-	- -	163	0	0	125	–	–	-	Nil	-	50	–	–
		Petersfield	13	39,088	0	0	14	4	-	- -	174	0	0	150	–	–	-	Nil	-	25	–	–
		Ringwood	5	19,745	0	0	9	3	Final	16 Mar. 1863	89	0	0	57	–	–	3	–	–	10	–	–
		Romsey	11	24,781	0	0	15	3	-	- -	73	0	0	50	–	–	-	Nil	-	25	–	–
		South Stoneham	15	23,239	0	0	16	9	-	- -	79	0	0	75 – – Assistant Surveyor 25 – –			-	Nil	-	35	–	–
		Stockeridge (*c*)	18	41,554	0	0	22	1	-	- -	145	0	0	60	–	–	-	Nil	-	20	–	–
		Whitchurch (*d*)	8	30,609	0	0	11	3	Final	3 Apr. 1865	111	0	0	60	–	–	-	Nil	-	15	–	–
		Winchester	19	54,244	0	0	21	4	Final	3 Mar. 1863	156	0	0	140	–	–	-	Nil	-	50	–	–
STAFFORD	1	Burton-upon-Trent (*e*)	18	-		-	18	–	Final	29 June 1863	87	6	0	—			—			—		
SUFFOLK:																						
Eastern Division	1	Hartismere	32	49,356	0	0	34	9	Final	8 Jan. 1863	182	6	0	130	–	–	No Salary		-	40	–	–
Western Division	4	Blackbourn	49	86,413	0	0	49	26	Final	16 Mar. 1863	312	2	0	150	–	–	ditto		-	36	–	–
		Lavenham	55	106,550	0	0	57	23	Final	16 Mar. 1863	431	0	0	330	–	–	ditto		-	50	–	–
		Mildenhall	23	88,412	0	0	25	14	Final	16 Mar. 1863	150 (about)			160	–	–	ditto		-	40	–	–
		Wickhambrook	51	93,944	0	0	51	24	Final	16 Mar. 1863	278	0	0	200	–	–	ditto		-	50	–	–

Surrey	11	Blackheath	11	44,623 (about)	13	7	-	-	125 0 0	150	Nil	35
		Chertsey	9	45,000 (about)	16	14	-	-	139 0 0	150	Nil	50
		Croydon	9	24,344 0 0	13	1	-	-	103¼ 0 0	180 (f)	Nil	50
		Dorking	9	31,052 0 0	13	13	Final	5 Jan. 1864	98 0 0	150	Nil	25
		Epsom	11	26,836 0 0	15	10	-	-	70¾ 0 0	200	Nil	50
		Farnham	6	36,080 0 0	11	7	-	-	122 0 0	150	Nil	40
		Godstone	15	51,835 0 0	20	9	-	-	178 0 0	200	Nil	60
		Godalming	10	35,649 0 0	13	5	Final	9 April 1864	142½ 0 0	150	Nil	20
		Guildford	13	40,049 (about)	17	7	Final	9 April 1864	161 0 0	140	Nil	30
		Kingston	15	27,070 0 0 (g)	15	17	Final	30 June 1863	97 0 0	200	Nil	80
		Reigate	12	41,046 0 0	15	12	Final	5 Jan. 1864	164 0 0	250	20	40
Sussex (East)	2	Hastings	34	94,372 0 0	37	25	Final	19 Oct. 1863	Highways 210 0 0; Turnpike Roads 11 0 0	245	None	70
		Mark Cross	4	46,784 0 0	8	6	Final	3 April 1865	156 0 0	180	None	40
Warwick	1	Alcester	18	32,546 0 0	22	5	Final	Midsummer Sessions, 1863.	104¾ 0 0	120	-	25
		Henley-in-Arden	12	32,748 0 0	18	4	Final	Midsummer Sessions, 1863.	162¼ 0 0	100	-	15
		Stratford-upon-Avon	21	30,186 0 0	21	11	Final	Midsummer Sessions, 1863.	88⅞ 0 0	120	-	50
		Kineton	25	34,828 0 0	23	6	Final	Midsummer Sessions, 1863.	103¼ 0 0	100	-	25
		Shipston-on-Stour	32	29,129 0 0	31	6	Final	Michaelmas Sessions, 1863.	94¼ 0 0	160	-	50
Westmoreland	The Act, 25 & 26 Vict. c. 61, has not been adopted in the County of Westmoreland.											
Wilts	13	Amesbury	23	60,673 1 27	23	10	-	-	95 2 0	75	No Salary	30
		Calne	11	28,610 0 0	14	4	-	-	78 0 0	130	ditto	40
		Chippenham	29	56,454 0 0	36	18	-	-	221 0 0	150	ditto	45
		Cricklade	12	26,731 0 0	14	5	-	-	69 3¾ 0	80	ditto	20
		Devizes	29	67,247 0 0	34	10	-	-	217 7 24	175	ditto	50
		Everley and Pusey	27	73,725 0 0	28	6	-	-	170 0 0	150	ditto	45
		Hindon	31	73,679 0 0	36	10	-	-	271 1 0	140	ditto	60
		Malmesbury	28	65,453 0 0	32	11	Final	16 Feb. 1864	234 7 0	130	ditto	40
		Marlborough	25	87,060 (about)	28	5	-	-	253 4 0	200	ditto	55
		Salisbury	48	102,991 2 31	50	13	-	-	312¼ 0 0	260	ditto	70
		Swindon	21	70,264 1 28	26	9	-	-	181 3 0	200	ditto	Auditor, 6 *l.* 6 *s.* 50
		Trowbridge	27	53,741 0 0	37	25	-	-	185 0 0	180	ditto	60
		Warminster	23	60,744 0 0	27	10	-	-	116 2 1½	130	ditto	35

Southampton:
(a) An Order was made at Easter Sessions, 1865, for the addition of one tithing to this District.
(b) An Order was made at Epiphany Sessions, 1865, for combining several tithings, and reducing the number of waywardens in this District.
(c) An Order was made at Michaelmas Sessions, 1863, for adding four Parishes to this District.
(d) This District was formed in 1863, but was dissolved and reconstituted in 1865.

Stafford:—(e) This Highway District has since been dissolved by an Order of Court, dated 29th June 1868.

Surrey:
(f) Assistant Surveyer 1 *l.* 5 *s.* per week.
(g) Exclusive of Norbiton and Hook, Ecclesiastical Districts in the Parish of Kingston-on-Thames, and Hersham, an Ecclesiastical District in the Parish of Walton-on-Thames. The acreage of the whole Parishes is, Kingston, 4,765; Walton, 6,834. The acreage of the Districts separately is not ascertained.

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued.*

COUNTY OR DIVISION, &c.	Number of Highway Districts.	NAMES by which they are known.	Number of Parishes, &c.	Acreage.	Number of Waywardens to be Elected.	Number of ex-officio Waywardens.	Whether Order Final or Provisional.	Date of Order.	Number of Miles of Road.	Surveyor's Salary per Annum.	Treasurer's Salary per Annum.	Clerk or Secretary's Salary per Annum.
ENGLAND—*continued.*				*Acres.*					*Miles.*	£. s. d.	£. s. d.	£. s. d.
WORCESTER - -	7	Martley - - -	26	49,145	28	18	Final -	29 June 1863	147	50 – – And 3 foremen at 80 *l.* each.	Nil - -	25 – –
		Upton Snodsbury -	32	39,400	35	7	Final -	29 June 1863	122	150 – –	Nil - -	52 10 –
		Upton-on-Severn -	20	45,187	24	17	Final -	19 Oct. 1863	157	150 – –	Nil - -	40 – –
		Tenbury - - -	19	31,623	22	10	Final -	19 Oct. 1863	93	125 – –	Nil - -	21 – –
		Kidderminster - -	15	37,302	18	16	Final -	19 Oct. 1863	141	130 – –	Nil - -	30 – –
		Evesham - - -	19	28,755	19	7	Final -	4 Jan. 1864	71	50 – –	Nil - -	40 – –
		Redditch - - -	10	37,150	14	11	Final -	4 Jan. 1864	159	130 – –	Nil - -	30 – –
YORK:												
East Riding -	-	Nil.										
North Riding -	16	The Northallerton Highway District.	40	Not known	49	13	Final -	Final Order dated 15 Oct. 1867, amended by final Order dated 30 June 1868.	166	120 – –	Nil - -	20 – –
		The Birdforth Highway District.	65	"	65	7	Final -		214	150 – –	Nil - -	50 – –
		The Bulmer East Highway District.	30	"	30	8	Final -		150	120 – –	Nil - -	30 – –
		The Bulmer West Highway District.	32	67,641	32	8	Final -		200	150 – –	Nil - -	25 – –
		The Greta Bridge Highway District.	21	99,508	21	4	Final -		130	100 – –	Nil - -	20 – –
		The Richmond Highway District.	47	Not known	47	11	Final -		223	100 – –	Nil - -	40 – –
		The Hang East Highway District.	34	49,972	34	11	Final -		154	120 – –	Nil - -	30 – –
		The Leyburn Highway District.	33	Not known	33	10	Final -		178	120 – –	Nil - -	20 – –
		The Askrigg Highway District.	12	77,308	12	1	Final -		170	70 – –	5 – –	15 – –
		The Langbaurgh East Highway District.	22	63,360	22	9	Final -		178	150 – –	Nil - -	40 – –
		The Langbaurgh West Highway District.	40	Not known	40	15	Final -		200	140 – –	Nil - -	40 – –
		The Malton Highway District.	24	26,540	24	4	Final -		75	60 – –	Nil - -	20 – –

		The Pickering Lythe East Highway District.	25	63,837	25	15	Final -	Final Order dated 15 Oct. 1867, amended by final Order dated 30 June 1868.	200	150 - -	Nil - -	30 - -
		The Pickering Lythe West Highway District.	24	65,672	24	6	Final -		131	100 - -	Nil - -	20 - -
		The Ryedale Highway District.	54	138,000	54	4	Final -		268	100 - -	Nil - -	20 - -
		The Whitby Strand Highway District.	21	109,120	21	6	Final -		360	160 - -	Nil - -	35 - -
West Riding -	4	Lower Strafforth and Tickhill Highway District.	56	122,751	60	20	Final -	6 Apr. 1863	345	200 - -	No salary -	90 - -
		Ecclesfield and Bradfield Highway District.	35	49,616	10	3	Final -	21 Oct. 1864	171	140 - -	ditto - -	80 - -
		(a) East Staincliffe Highway District.	56	150,000	56	12	Final -	17 Oct. 1864	264	200 - -	10 - -	50 - -
		Settle Highway District	36	154,013	37	7	Final -	10 Apr. 1865	310	160 - -	No salary -	40 - -
Liberty of Ripon	–	No place in this Liberty has adopted the above-named Act.										
WALES:												
Anglesey - -	–	Nil.										
Carnarvon - -	–	The Act has not been adopted in any portion of this county.										
Denbigh - -	3	Ruthin District - -	15	61,563	20	12	Final -	12 Mar. 1863	194	150 - -	Nil - -	40 - -
		Wrexham District -	32	48,470	37	14	Final -	12 Mar. 1863	250	180 - -	Nil - -	60 - -
		Abergele District -	6	35,527	11	6	Final -	12 Mar. 1863	124	80 - -	Nil - -	25 - -
Denbigh and Carnarvon.	1	Llanrwst District -	9	53,215	16	5	Final -	12 Mar. 1863	260	100 - -	5 - -	20 - -
Denbigh - -	1	Llangollen District -	11	(b)77,581	20	6	Final -	12 Mar. 1863 and amended 29 June 1865.	230	110 - -	5 - -	30 - -
		Denbigh District, dissolved.										
Flint - - -	–	Nil.										
Merioneth - -	–	The Highways Act (25 & 26 Vict. c. 61) has not been adopted in this county.										
Montgomery -	–	The Highways Act (25 & 26 Vict. c. 61) has not been adopted in the county of Montgomery.										

York (West Riding):

(a) By final Order dated 9th April 1866, four parishes or places which had previously been combined were separated, and became eight Townships; and by another final Order dated 1st July 1867, two other parishes or places which had previously been combined, were separated and became four Townships; thus increasing the number of Parishes, Townships, or Places, and the number of Waywardens in the East Staincliffe Highway District by six.

York (West Riding)—*continued.*

The final Order constituting the Bolton-by-Bowland Highway District, dated 2nd January 1865, has been quashed by the Court of Queen's Bench.

Denbigh:

(b) About ten miles long by four miles broad.

HIGHWAYS ACT.

RETURN of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACT, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 147, of Session 1864).

(*Mr. Clive.*)

Ordered by The House of Commons, *to be Printed,*
31 *July* 1868.

505.—

Under 2 *oz.*